





## INTIMATIONS

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unrivalled.

**A. S. WATSON & CO.,  
LIMITED,**  
HONGKONG DISPENSARY AND  
KOWLOON DISPENSARY.

## BIRTH.

WIMMEL.—On May 29th, at Tsingtao, to  
Mr. and Mrs. PAUL WIMMEL, a  
daughter.

## MARRIAGE.

MACDERMOTT-WHEEN.—On June 1st, at  
Chungking, JAMES PATRICK MACDER-  
MOTT, to MARGARET AGNESS, second  
daughter of the late PERCY WHEEN  
and Mrs. ADA WHEEN, of Shanghai.

## DEATHS.

GREEN.—On May 30th, 1914, at Shanghai,  
LAURENCE JERVIS MORTIMER, son of  
Mr. and Mrs. O. M. GREEN, aged 23  
years.

MAHER.—On May 31st, at Shanghai, J.  
M. MAHER.

NELSON.—On May 31st, at Shanghai,  
LUCIE, wife of H. T. NELSON, Wuhu,  
aged 30 years.

HONGKONG OFFICE: 104, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JUNE 6th, 1914.

THE little discussion relative to malaria at  
Magazine Gap which took place at the  
meeting of the Finance Committee of the  
Legislative Council on Thursday will have  
been read by many people with interest.  
An appropriation of \$4,000 was recom-  
mended to be expended on the training of  
nullahs at Magazine Gap, and in a few  
explanatory remarks the CHAIRMAN  
mentioned that the Government had not  
intended this year to continue the work of  
training the nullahs in this district, though  
the CHAIRMAN admitted it to be "a very  
necessary work"; but as the Military  
Authorities have decided to "make another  
attempt to occupy the sanatorium near  
Magazine Gap," the Government consider it  
desirable to go on with the training of the  
nullahs, which are mostly on Crown land.  
The Hon. Mr. HEWITT made the com-  
ment that there had been a waste of  
money on this place for the last quarter of  
a century and suggested that it would be  
better for the Military Authorities to quit  
this site and get a more healthy one  
elsewhere, whereupon the CHAIRMAN  
asked: "What about houses already  
there?" If this question refers exclu-  
sively to the premises of the sani-  
torium, their abandonment would not entail  
a very heavy sacrifice, especially having  
regard to the fact that their occupation

has had to be abandoned for some years on  
account of the malarious nature of the site.  
If this property alone were concerned it  
could reasonably be urged that for the  
Military Authorities to plant a building  
costing perhaps ten thousand dollars on a  
piece of land under their jurisdiction and  
then require the local Government to un-  
dertake drainage works costing three or  
four times as much on the neighbouring  
Crown land in order to make the sanatorium  
habitable, would, to say the least, be grossly  
unfair to the taxpayers of the Colony. The  
question seems to have been discussed as  
though all these thousands of dollars to  
which the Hon. Mr. HEWITT referred had  
been expended simply in the interests of  
this one property, which, we believe, is  
exempt from payment of rates. We do not  
know exactly the scope of the drainage  
work that has been done or is contemplated  
in this district, but trust that it is work that  
is calculated to benefit not this one property  
alone, but the entire area. For many years  
Magazine Gap had an unenviable reputation  
as being a "feverish district," and in con-  
sequence there was some difficulty a few years  
ago in finding tenants for the houses built in  
that neighbourhood. Such nullah training  
as the Government has already done  
there, has evidently improved the general  
healthiness of the locality, with the  
result that new buildings have been  
going up, and if only the tramline  
were extended to the Gap there is every  
reason to believe that the district would  
rapidly develop if the Government continues  
to take the matter of nullah training  
seriously in hand. According to the  
DIRECTOR OF PUBLIC WORKS, it is only in  
the last three years that this has been done.  
If the work for which the Council have  
voted a further four thousand dollars is  
part of a general scheme for ridding the  
locality of the malarial mosquito the money  
will not be begrudged. Many other districts  
of the Colony have been made habitable by  
similar operations, and the quarter of a  
million dollars which have been spent on  
nullah training as a means of combating  
malaria, in the last ten or twelve years, has  
seen its justification in the reduction of the  
mortality returns, to say nothing of the  
improved assessments on which rates are  
levied.

The French mail of the 5th May was  
delivered in London on 4th June.

Stamps were sold by the Hongkong  
Post Office last year to the value of  
\$397,083.40.

Mr. Aubrey Wheeler, engineer of the  
Bureau of Mines, has arrived in Peking.  
He is a nephew of Sir Starr Jameson,  
formerly Premier of Cape Colony.

Through a printer's error it was stated  
in our leading article yesterday that  
the promoters of the new development  
scheme are seeking an option on "the  
total flat area between Aberdeen, Little  
Hongkong and Brick Hill." It should  
have read "the tidal flat area," which  
the promoters contemplate reclaiming.

Among recent Admiralty announce-  
ments are the following:—Mr. R. W.  
Bearne has been appointed foreman of  
the Yard at Hongkong instead of Mr.  
Bell, assistant constructor; Mr. E.  
Pellow, charman of electrical fitters at  
Hongkong, has been appointed acting  
inspector of electrical fitters at Devon-  
port.

The vacancy on the Legislative Council  
at Singapore caused by the departure of  
the Hon. Dr. Galloway will be  
filled by Mr. F. M. Elliot, who has  
been offered and has accepted the  
appointment. Mr. Elliot, says the *Free  
Press*, will bring to the Council the ripe  
experience of many years in the Straits  
in various capacities and the debating  
power of the body will gain by his  
appointment.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

We are informed by Messrs. Jardine,  
Matheson & Co., Ltd., the general  
managers of the Indo-China Steam  
Navigation Co., Ltd., that they have  
received a telegram from the head office  
at London to the effect that the annual  
general meeting of shareholders will  
take place on 15th instant, that the  
underwriting account stands at \$283,450,  
and that \$25,000 has been written off the  
expenses of the debenture issue. After  
providing for the usual depreciation and  
the interim dividend paid last February,  
the available balance is \$243,008.15.0,  
which the board of directors propose to  
distribute as follows:—Pay the balance  
of three per cent. dividend on preference  
shares for the year 1913 and a five per  
cent. dividend on the deferred ordinary  
shares; transfer \$28,173 to the credit of  
underwriting account; and carry for-  
ward \$15,000 to new account.

## TELEGRAMS. TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE "EMPRESS" DISASTER.

TWELVE OF THE CREW CEREMONIOUSLY  
BURIED.

QUEBEC, June 5th.

Twelve of the crew of the *Empress of  
Ireland* were buried ceremoniously yes-  
terday. Funeral music was played by  
Military bands, the flags in the city were  
lowered to half-mast, and special services  
were held in the Churches.

Captain Kendall, who was present at a  
Roman Catholic service, broke down and  
wept.

[Captain Kendall is 38 years of age. He  
was made a commander at 32, and was in  
command of the C.P.R. steamer *Montrose*  
until a month or five weeks ago, when he  
was given the command of the *Empress of  
Ireland*, on which he had served as chief  
officer a few years ago. It is of melancholy  
interest to recall that he was second officer  
on the old *Lusitania* when she was wrecked  
off Newfoundland in 1901, and he was then  
complimented for the manner in which he  
allayed the panic which ensued.]

## "WHITE WOLF'S" BANDITS.

LOOTING IN KANSU.

PEKING, June 5th.

"White Wolf" and his band cleverly  
concentrated after evading the troops by  
breaking up into small detachments and  
doubling back. They have now looted  
Taochow in Kansu, and the famous  
Tibetan Lamastery at Coni. They also  
defeated the Mohammedans in one engage-  
ment, after which the Mohammedans were  
victorious and announce that they  
surrounded the bandits on Lily Mountain  
to the South of Lanchow.

## THE HOME RULE CRISIS.

ULSTER VOLUNTEERS AT MANEUVERES.

LONDON, June 5th.

Sir Edward Carson, K.C., M.P., and  
General Richardson witnessed manoeuvres  
by the Ulster Volunteers at the Duke of  
Abercorn's seat, Barons Court. The  
manoeuvres included the capture of a  
position previously stormed.

Sir Edward Carson, in the course of a  
speech, said he knew the people would be  
ready when the time came. There would  
be no surrender.

## THE MEXICO CIVIL WAR.

IMPORTANT REBEL SUCCESSES.

MATZATAN, June 5th.

The Rebels have cut off communication  
with Mexico City from the West Coast,  
and have captured the town of Colima.  
They are now surrounding the town of  
Guadalajara.

DURANO, June 5th.

General Carranza, the leader of the  
Rebels, reports that the Rebels have  
captured the towns of Taptima and  
Tantoyuca, in the State of Vera Cruz.

ANTI-GREEK DEMONSTRATIONS  
IN BULGARIA.

SOFIA, June 5th.

There were anti-Greek demonstrations  
yesterday at Sofia and Varna. At the  
former place the crowd removed and  
carried off the Greek flag which was  
hoisted at the Greek Church. The  
Bulgarian Government have apologised  
for the incident.

The people at Varna seized two Greek  
Churches.

A Bulgarian official statement ascribes  
these outbreaks to the continual persecu-  
tion of Bulgarians in the new Greek  
territories.

SOFIA, June 5th.

The Greek steamer *Florida*, flying the  
American flag, and carrying 300 Moslem  
refugees and several deported Bulgarians  
on board, has arrived at Dedeagatch  
(Turkey).

The populace is excited, and the shops  
have been closed.

At a meeting of protest the people de-  
manded the release of the Bulgarians or  
the expulsion of the Greeks from Dede-  
gatch.

## OPEN GOLF CHAMPIONSHIP.

LONDON, June 5th.

There are seventy-eight entries for the  
open golf championship at Troon. The  
entries are fewer in number than usual.  
The principal amateurs are Messrs.  
Jenkins and Hilton.

[THROUGH REUTER'S AGENCY.]

GREAT BRITISH LABOUR  
ALLIANCE.

A FAR-REACHING MOVEMENT.

LONDON, June 5th.

Officials of the Miners', Railwaymen's,  
and Transport Workers' Unions have  
been privately conferring in London for  
the establishment of a great Labour  
Alliance. The decision will be submitted  
to the annual meetings of the separate  
organisations for final endorsement.

The Conference almost unanimously  
decided in favour of an Alliance, provid-  
ing for joint action on all questions vital  
to Trades Unionism, and also in prevent-  
ing sectional differences.

It was agreed to call a National Con-  
gress to confirm the decision.

At a Conference of the Dockers' Union  
at Swansea, a decision was come to in  
favour of amalgamation with the General  
Labourers' National Council and the  
National Transport Workers' Federation.

## THE KING'S BIRTHDAY.

HIS MAJESTY THANKS THE CHILDREN.

LONDON, June 5th.

The King, in a letter to the Press,  
thanks from his heart the 50,000 children  
who sent him greetings on his birthday,  
which had given him great pleasure.

## SUFFRAGETTES AT COURT.

EXPELLED FROM THE PALACE.

LONDON, June 5th.

The police have taken the most stringent  
precautions in regard to to-night's Court.  
They have been warned of a Suffragette  
plot to gain admission.

LATER.

The papers state that at the Court on  
Thursday evening a woman in Court  
dress dropped on her knees as the King  
passed and shouted "Your Majesty, for  
God's sake, don't use force." The band  
in the gallery thereupon played louder,  
drowning the voice of the woman, who  
was removed and handed over to the  
police.

Another account of the incident says  
that two titled ladies, in the presence of  
Their Majesties the King and Queen,  
raised their voices and demanded "Votes  
for women." They were promptly  
removed.

## TWO MILITARY AIRMEN KILLED.

LONDON, June 5th.

Commander Rice and Lieut. Cresswell  
have been killed by the falling of a hydro-  
plane in Southampton Water.

The hydroplane suddenly dived into the  
water. The body of Lieutenant Cresswell,  
who was piloting the machine, was found  
strapped to the hydroplane. He was  
terribly injured about the body. The  
body of Commander Rice has not been  
recovered.

## THE ALBANIAN DISTURBANCES.

LONDON, June 5th.

Reuter's Agency announces that Great  
Britain and Germany have expressed  
their readiness to send a warship to  
Durazzo if the other Powers agree to do  
likewise in the event of danger to the  
Prince.

## FATAL MOTOR-CYCLE ACCIDENT.

MACHINE DASHES INTO SPECTATORS.

PITTSBURG, June 5th.

During a motor-cycle race one of the  
competing machines dashed into a num-  
ber of spectators, killing two and injur-  
ing several others. The rider of the  
cycle, Archer Armstrong, is not expected  
to recover.

GERMAN STEAMSHIP SERVICE TO  
NEW ZEALAND.

BERLIN, June 5th.

It is announced in the *Norddeutscher  
Zeitung* that the German-Australian  
lines have decided on a joint monthly  
service from the Continent to New  
Zealand.

## OBITUARY.

LONDON, June 5th.

The death is recorded of the Right Hon.  
Sir William Reynell Anson, Bart., P.C.,  
D.C.L., M.P. for Oxford University  
since 1899.

[Sir William was Chancellor of the Diocese  
of Oxford, Warden of All Souls' College,  
Chairman of Oxford Quarter Sessions, and  
Trustee of the National Portrait Gallery.  
For three years he was Parliamentary  
Secretary to the Board of Education.]

[("DER OSTASIATISCHER LLOYD"  
SERVICE.)

## CHINA SERVICE.

ANOTHER LOAN FROM THE  
QUINTUPLE GROUP.

PEKING, June 5th.

According to Chinese Press reports, it  
is expected that an agreement for a  
preliminary loan from the Quintuple  
Group for \$3,000,000, to be paid over in  
six equal monthly instalments, will be  
signed next week.

## THE CHINESE CLASSICS.

PEKING, June 5th.

The Tath of Anhui has addressed a  
memorial to the President asking for the  
reintroduction of the old Chinese  
Classics as an obligatory course of  
education in all schools. Only those  
proficient in the classics should be  
admitted to the study of foreign  
languages. The President has recom-  
mended the memorial to the attention of  
the Minister of Education.

## PROVINCIAL BANK NOTES.

PEKING, June 5th.

The Provincial Governors report on the  
circulation of bank notes as follows:—

|           |              |
|-----------|--------------|
| Manchuria | \$24,450,000 |
| Kwangtung | 32,000,000   |
| Hupeh     | 30,000,000   |
| Hunan     | 25,000,000   |
| Kiangsi   | 9,000,000    |
| Shensi    | 7,000,000    |
| Kansu     | 7,000,000    |
| Turkestan | 7,000,000    |
| Shantung  | 4,800,000    |
| Yunnan    | 4,000,000    |
| Kueichow  | 4,000,000    |
| Chekiang  | 2,400,000    |
| Honan     | 2,200,000    |

Four other provinces have a combined  
circulation of \$1,000,000. Szechuan has a  
heavy circulation also and is not included  
in the above returns of \$163,000,000.

## ABOLITION OF "LIKIN" DUTIES.

PEKING, June 5th.

Liang Shi-yi, Director of the Shuiwu-  
chu, in common with the Minister of  
Finance, has begun preliminary work  
towards the abolition of *likin* duties, and  
has instructed special Commissioners to  
compile precise lists of the merchandise  
that passes through the Maritime and  
Inland Customs.

In connection with the above measure,  
the Minister of Finance has issued a  
Mandate prohibiting the provinces from  
pledging *likin* duties against future  
internal or foreign loans.

## JAPAN'S POLICY IN CHINA.

PEKING, June 5th.

The semi-official *Peking Daily News*  
demands from the Japanese Government  
more proof of its *bona-fides* in its Chinese  
policy, which, it is suggested, would be of  
greater importance than the elevation of  
the Japanese Legation at Peking to the  
rank of Embassy.

## MONGOLIA'S AUTONOMY.

NO FOREIGN DIPLOMATIC REPRESENTATION  
AT URGU.

PEKING, June 5th.

The *Peking Jih Pao* publishes a report  
that the foreign Legations at Peking  
ignored the Hutukuh's summons to  
arrange for diplomatic representation at  
Urgu.

## EUROPEAN SERVICE.

THE BAGDAD RAILWAY.

SECTION OPENED TO TRAFFIC.

BERLIN, June 4th.

The Bagdad-Sumitran section of the  
Bagdad railway and the station at  
Bagdad have been opened to traffic.

## THE SITUATION IN ALBANIA.

BERLIN, June 4th.

Reinforcements for the Prince of  
Albania have arrived at Durazzo from  
Alessio. The news that the Prince  
intended to remove to Skutari is untrue;  
the Prince is resolved on defending  
Durazzo against the rebels.

Public opinion in Italy favouring an  
Albanian policy in common with Austria  
is growing, in spite of French efforts.

[("DER OSTASIATISCHER LLOYD"  
SERVICE.)

ALBANIAN REBELS AND THE  
PRINCE.

BERLIN, June 4th.

The Albanian rebels maintain their  
demand for the renunciation of the  
Prince, which they handed in to the  
International Commissioners of Control.  
The latter have transmitted the demand  
to the Prince, since the decision lies not  
with them.

## THE RUSSIAN DUMA.

BERLIN, June 4th.

The Russian Duma have re-elected M.  
Rodsjaanko and M. Varunskret President  
and Vice-President respectively. The  
Opposition refrained from voting.

## THE DUMA AND EDUCATION.

BERLIN, June 4th.

The Duma have protested against the  
Russian Minister of Education, who, they  
say, impedes the progress of Russian  
culture.

IMPROVING THE COLONY'S  
ROADS.

AN EXPENSIVE SCHEME APPROVED.

An interesting report by the Public  
Works Committee was laid on the table  
of the Legislative Council on Thursday,  
on the subject of the paving of the  
main roads of the Colony. It was as  
follows:—

The Chairman (Hon. Mr. W. Chat-  
ham, C.M.G.) explained that the  
question of paving the main roads in  
the City with some more durable  
materials than those hitherto in use had  
been receiving the attention of Govern-  
ment and the following estimates of the  
cost of adopting such paving on the roads  
mentioned below had been prepared:—

(i.) Connaught Road from Pedder  
Street to Hill Road—granite  
setts for a width of 30 feet  
next the Praya wall and the  
remainder surfaced with Com-  
pressed Asphalt, the whole  
laid on a cement concrete  
foundation ..... \$394,500

(ii.) Des Vœux Road from Pedder  
Street to Hill Road—Com-  
pressed Asphalt on cement  
concrete foundation through-  
out ..... 280,000

(iii.) Praya West from Hill Road  
to Sands Street—similar to  
(i.) ..... 69,100

(iv.) Catchick Street from Sands  
Street to Cadogan Street—  
similar to (ii.) ..... 19,800

Total ..... \$763,400

He further explained that such paving  
works would be spread over a number  
of years, a certain sum being provided  
annually in the Estimates for the pur-  
pose. If the proposals were adopted, it  
was anticipated that the saving to be  
effected under the Maintenance Vote  
would suffice to enable improved paving  
to be gradually laid on the other main  
roads in the City.

After full discussion, it was agreed to  
recommend that the order in which  
improved paving should be carried out  
in the City should be as follows:—

(a.)—All public roads within the area  
bounded by Murray Road on the  
east, Queen's Road on the south,  
Jubilee Street on the west and  
the Harbour on the north to be  
done next.

(b.)—Queen's Road East from Murray  
Road to Wanchai Market to be  
done next.

(c.)—Connaught Road to be carried  
out by degrees, in accordance  
with (a.), but after (a.) and (b.).  
H.E. the Governor at the meeting of  
the Legislative Council said the Govern-  
ment was disinclined to adopt the Com-  
mittee's suggestion as to the priority of  
the roads to be completed under the  
scheme, and said he imagined that "as  
soon as money is available, if the  
Director of Public Works follows the  
advice of the Government, that  
Connaught Road and Des Vœux Road  
are two roads which ought really to have  
priority, and they are moreover roads  
where there is exceedingly heavy traffic."  
His Excellency mentioned that this  
"very excellent scheme of improving all  
the roads in the City" had been prepared by  
Mr. T. L. Perkins, one of the Executive  
Engineers of the Public Works Depart-  
ment.

ROAD IMPROVEMENT FROM ABERDEEN TO  
SHAU KWAN.

Another report by the Public Works  
Committee relative to a meeting held on  
May 21st was as follows:—

The Chairman explained that the  
subject before the Committee was the  
construction of a length of about one  
mile of new road from a point on Bay  
existing Aberdeen—Deep Water Bay  
Road about 1½ miles east of Aberdeen to  
Deep Water Bay, and the Brick and Tile  
Works. The object of this road was to  
make it possible for motor cars or other  
wheeled vehicles to reach Deep Water  
Bay. This was at present impossible  
owing to the very steep gradient of the  
existing road. It would be impossible  
ever to have a motor road round the  
Island unless this section of it was  
constructed.

The estimated cost for a 16 feet wide  
road was \$40,000 and for a 20 feet road  
\$48,000.

After full discussion, it was unani-  
mously decided to recommend that:—

(a.)—The construction of the road  
should be proceeded with at once  
on the trace laid down.

(b.)—It should be 20 feet and



## SUPREME COURT.

Friday, June 5th.

IN SUMMARY JURISDICTION.

REPORT MR. F. A. HAZELAND, PUISNE JUDGE.

## TROUBLE OF A MESS.

The hearing was resumed of the action in which Li Shiu Ki, trading under the style of the Pun Store, sued S. McKnight, of the Naval Yard, for \$1,056.71, balance due on goods sold and delivered to the Naval Yard Mess.

Mr. G. Norrington (of Mr. G. K. Brutton's office) was for plaintiff, and Mr. Crowther Smith defended.

In the witness-box, defendant alleged that the money for the purchase of goods was handed to the Chinese steward. The money had always been handed to him, and if the debt was incurred it had been incurred by the steward, who had now left. Just before the steward left he heard that he owed the store \$200, but this amount was given to him with which to pay the Pun Store, in the nature of a loan.

Cross-examined by Mr. Norrington defendant said that there was a good deal of trouble in the mess when he was in charge, and he left. The trouble was over the \$200 which had been loaned to the steward without any authority.

The members refused to pay, did they not?—They refused to make up the \$200 because they did not think it was right that the money should be loaned; it had not been sanctioned by the Commodore.

Did the members of the mess say that the affairs had been carried on irregularly?—Yes.

And I put it to you that both you and the manager of the canteen have become rather unpopular?—I do not think so.

There have been several very stormy meetings, have there not?—Yes, but that is not unusual.

They protested against your conduct of the mess?—No.

Then why did you leave the canteen management?—Because I had too much work to do at the end of each month.

Were you asked to leave?—No, I asked someone else to relieve me of the post.

Have there been any complaints about your management of the mess?—There have been complaints, but not against me.

And have those complaints been written in the minutes?—I cannot say.

Do you know that there was a minute to the effect that the profits on the mess for one month only amounted to \$1 and a few cents?—I cannot say.

When did you first hear that the \$200 had not been paid to the Pun Store by the steward?—When he deserted.

Was this loan of \$200 entered in the books of the canteen?—It was eventually.

Why not at the time of the loan?—The money was loaned without the authority of the mess.

There has been a lot of trouble between you and the police mess, has there not?—That is the first I have heard of it; no.

Have not you been practically blamed for the trouble in the canteen?—No.

Was not there trouble about your name being in the canteen book in red ink?—Yes, there was.

Have not you been held responsible for all the trouble in the police mess over this question?—No, I have not.

You say you have not been blamed by the members of the mess?—No, not at all.

Are you perfectly friendly with all of them?—Yes.

Then can you give me any reason why members of your mess should come to my clients and provide me with the information upon which I am now cross-examining you?—No, I cannot.

Later, defendant said that the members of the mess decided not to pay the \$200 which had been loaned until the Commodore. He also admitted that another reason why they would not pay was because they considered that the mess had been irregularly conducted. He knew in November that the steward had been running into debt, for at that time a prohibitory order was issued by the solicitor who was now defending him. The hearing was again adjourned.

## THE JUBILEE STREET FIRE.

The outbreak of fire at Nos. 8, 9, and 10, Jubilee Street was not completely extinguished until early yesterday morning. The roofs of all three houses fell in, but all the ground floors remained intact. The Assistant-Superintendent of the Fire Brigade (Chief Inspector Gourlay) and Station Officer Lane were in charge of the Fire Brigade, who were handicapped by the enormous crowds that gathered on the scene. A number of sailors from the torpedo-boats came to render assistance, but the Brigade having it under control at that time, their help was not needed. The damage to No. 9, where the fire originated, is estimated at \$4,000, which is covered by insurance in the Sun Insurance Office. The damage to the other houses is unknown at present.

## THE ATTRACTIONS OF DUMB-BELL ISLAND.

"SUMMER RESORT FOR HONGKONG AND KOWLOON."

Mr. S. B. B. McElderry, Assistant District Officer of the Southern District of the New Territories, writes in his annual report:—

"The island continues to be a popular health resort for missionaries from Canton and the building of bungalows continues. There are thirty bungalows on the island with a summer population of over one hundred."

"With a more suitable ferry service the island might well become a summer resort for Hongkong and Kowloon."

"Absence of fever, excellent bathing, and the abundance of good building sites on ridges overlooking the sea form the chief attractions. One drawback from a residential point of view is the absence of shade. Some banyans have been planted along the paths, but little can be effected without the co-operation of the landowners."

Mr. McElderry says that there is no abatement in the demand for building land and that considerable development during 1914 seems probable.

## DEVELOPMENTS AT FAN LING.

Mr. S. B. C. Ross, District Officer of the Northern District of the New Territories, mentions in his annual report that there has been a very large increase in the amount of Crown Land sold. In 1911 the premium realised on sales of Crown Land was \$4,649, and in 1912 they were \$5,780.40, while during the year under review the amount increased to \$11,275.00, an increase of nearly 100 per cent.

Developments in the near future in the neighbourhood of Fan Ling and Tsung Pak Long can be confidently predicted, he says. In another part of his report Mr. Ross says:—"There was considerable development in the vicinity of Fan Ling and Tsung Pak Long and it looks as if these places were destined to become an outlet for the well-to-do Chinese not only of Hongkong but also of Canton."

## HONGKONG COINAGE QUESTIONS.

The Colonial Treasurer (Hon. Mr. A. M. Thomson) makes the following reference to the Colony's currency problems in his report for 1913:—

"The stock of subsidiary coins on the 31st December was of the face value of \$149,335.72 as follows:—"

|          |              |
|----------|--------------|
| 50 cents | \$ 2,973.00  |
| 20 "     | 33,631.80    |
| 10 "     | 74,162.00    |
| 5 "      | 5,106.85     |
| Copper   | 33,972.27    |
|          | \$149,335.72 |

while \$200,000 in 10 cent-pieces were shipped to London on the 19th December.

The value in the Treasury Books was \$366,618.09, discount written off the stock being taken at 7 per cent. Coins of the face value of \$1,040,000 were sent to England during the year for purpose of demonetization.

The limits between which the rates of discount ranged were:—

| cent-pieces | per cent. to | per cent. |
|-------------|--------------|-----------|
| 50          | par          | 3 1/2     |
| 20          | 3 1/2        | 8         |
| 10          | 8            | 12 1/2    |
| 5           | 12 1/2       | 16        |
| Copper      | par          | 6         |

On the 1st July, an Ordinance (No. 15 of 1913) prohibiting the circulation of foreign silver and nickel coins was passed to come into force on the 1st March, 1914.

The circulation in December of notes of the three Banks having authorized issues was as follows:—

|                                              |              |
|----------------------------------------------|--------------|
| Hongkong and Shanghai Bank                   | \$18,417,339 |
| Chartered Bank of India, Australia and China | 5,429,671    |
| Mercantile Bank of India                     | 704,742      |
|                                              | \$24,551,752 |

Ordinance No. 13 of 1913, which came into force on the 1st August, prohibits the circulation of any notes other than those of the Banks whose issue is authorized by law or charter.

In consequence of this new law the circulation of Chinese and Portuguese bank-notes has entirely ceased.

## MURDER AT KENNEDY'S STABLES.

The body of a Chinese named U Tsui was found in Kennedy's stables at Causeway Bay on Thursday. The head and body were badly bruised, and it is suspected that the wounds which caused his death were inflicted by another Chinese inside the stables. The man who is suspected has absconded.

## THE TRONOH OUTPUT.

Messrs. Vernon & Smyth inform us that they received from their London agents yesterday a telegram reporting the Tronoh output to be 159 tons, value \$14,500, while the working costs, etc., were \$16,400. The tone of the tin market, after weakness, finished firm.

## HONGKONG SHIPPING.

The Harbour Master's Report for 1913 just issued states that the total of the Shipping entering and clearing at Ports in the Colony during the year 1913 amounted to 490,228 vessels of 37,742,982 tons, which, compared with the figures for 1912, shows an increase of 1,009 vessels of 1,007,833 tons.

Of the above, 47,320 vessels of 24,821,632 tons were engaged in Foreign Trade, as against 46,603 vessels of 24,939,270 tons in 1912, and were distributed as follows:—

|                                | 1912.      | 1913.      | 1912.     | 1913.     |
|--------------------------------|------------|------------|-----------|-----------|
|                                | Num- bers. | Num- bers. | Per cent. | Per cent. |
| British Ocean-going ships      | 8.4        | 8.8        | 32.4      | 32.7      |
| Foreign Ocean-going ships      | 9.2        | 9.9        | 35.3      | 36.0      |
| British River Steamers         | 15.0       | 14.0       | 17.3      | 15.8      |
| Foreign River Steamers         | 3.8        | 3.8        | 3.5       | 3.6       |
| Steam-launches (under 60 tons) | 8.6        | 9.5        | 0.6       | 0.7       |
| Trading Junks                  | 55.0       | 54.0       | 10.9      | 11.2      |
|                                | 100.0      | 100.0      | 100.0     | 100.0     |

The movements of Fishing Junks are not included in the above figures.

In the course of his Report Commander Taylor says:—"It is of interest to note the altered relative positions of German and Japanese shipping visiting the Colony. In 1912, German shipping arrived occupied the second place on the list, with 617 ships of 1,128,054 tons, or 7.4 per cent. of the total arrivals of Ocean and River Trade vessels, and 10.5 per cent. in tonnage. While under the Japanese flag came 592 ships of 1,572,194 tons, 6.9 per cent. in numbers and 14.6 per cent. in tonnage. In 1913, German shipping fell to the third place in both number and tonnage with 597 ships of 1,107,453 tons, or 6.9 per cent. in numbers and 9.7 per cent. in tonnage, against Japan's 740 ships of 1,907,307 tons or 6.5 per cent. in numbers and 17.7 per cent. in tonnage."

## THE WORK OF THE HONGKONG POST OFFICE.

The annual report of Mr. E. D. C. Wolfe, Postmaster-General, for the year 1913, states that the number of mail bags and packets dealt with in the General Post Office during the year amounted to 262,039, an increase of 7,422 over last year's figures. The number of bags and packets sent in transit through the Post Office in 1913 amounted to 13,511, or 5,832 less than the number for 1912. The number of parcels received handed in transit rose from 5,621 to 10,602.

Registered articles and parcels handled in Hongkong amounted to 1,026,558 representing an increase on the previous year of 33,581. The number of such registered articles forwarded via the Siberian route amounted to 74,323 as compared with 70,092 for 1912 and 54,207 for 1911.

## THE PANAMA-PACIFIC EXPOSITION.

The Treasury Department of the United States has issued regulations for the importation of exhibits for the Panama-Pacific International Exposition, which may be of interest to local firms or individuals. The first section of the Act of September, 1913, dealing with the importation of goods for exhibition provides among other things, "that all articles that shall be imported from foreign countries for the purpose of exhibition, and articles and materials imported solely for use in constructing, installing and maintaining foreign buildings and exhibits, upon which there shall be tariff or customs duty shall be admitted free of the payment of duty, customs fees, or charges, but it shall be lawful at any time during the exposition to sell for delivery at the discretion of the exposition company any goods or property imported for and actually on exhibition in the exposition buildings or grounds, subject to such regulations as the Secretary of the Treasury may prescribe. Provided: That all such articles when sold or withdrawn for consumption or use in the United States shall be subject to duty, if any, imposed upon such articles by the revenue laws in force at the date of withdrawal."

Foreign shippers should affix to each package of exhibits labels 8 by 12 inches in size, bearing in plain letters the inscription "Panama-Pacific International Exposition." Such packages should be addressed to the President of the Panama-Pacific Exposition, San Francisco, California, and show the name of the consignee or agent at the first point of arrival in the United States, shipping marks and numbers, and the name and address of the exhibitor. Every exhibit shall be covered by an invoice showing the name of the shipper, the exhibitor, and the consignee or agent with a detailed description of each of the articles. This invoice must also contain a statement of the quantity and market value of each of the articles. Sales of actual exhibits may be made at any time during the exposition.



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**HONGKONG.**

## CANTON-HANKOW RAILWAY.

THE KWANGTUNG SECTION.

The Canton Correspondent of the N. O. Daily News gives the following account of the progress made with the construction of this line.

The assistant manager of the construction of this line has just issued a full statement of the present situation, and also of the immediate prospects, as far as the Kwangtung section is concerned. The Kwangtung part is to be constructed from Canton to Pingshek on the border of Hunan province. During the early months of the year it was opened as far as K'ongshau. But it is promised that during the present month it will be opened as far as Ushak. There will then be something less than twenty English miles beyond this before the line reaches the district city of Shuichow.

Meanwhile, this part of the line is delayed only because there are one or two small tunnels to be bored through; but navies are at work on them, and it is believed that by the end of the year the trains will be running all the way from Canton to this district city, about three hundred miles. Whilst these tunnels are being bored, stations have been erected, and also ways opened between the several stations and the river, as well as between the stations and the towns. It is unfortunate that so frequently the stations are planted so far from the cities, but it must be assumed that this could not be helped.

## PROSPECTS OF THE LINE.

The line between Shuichow and Lok-ch'eng is partially laid, according to this report, but there are at least six bridges to be constructed, and these will cause some little some to erect. In most cases the foundations of these bridges have been laid, and so the most difficult part of the bridge building has been accomplished. It is believed that at no distant date, the line will be opened as far as Lok-ch'eng. Beyond this, the line has been surveyed, even as far as Pingshek. Until there is some hope of progress on the Hunan side, so that the two provinces may be joined, there is not much need to be specially disturbed by dilatoriness on this section. The country is very sparsely populated, and for some time the traffic, even in passengers, must be small, though it seems remarkable where passengers come from, for as soon as any bit of line is opened here in the south, people crowd forward.

Apparently from the outlook of this carefully prepared report it is believed that there will be considerable traffic receipts from the railway, though how it will be able to compete, except for trans-provincial goods, one finds it difficult to discover. Scores of miles of the line are laid on or near the river's bank, and the native boats glide down the river, and carry much stuff, with the loss of little time, and the expenditure of no coals and little labour.

On the other hand, where there is trans-provincial transference of goods, either on one side of the mountain that divide the two provinces, or the other, there is the flow of the river to contend against, and here, without doubt, the train will have the pull over river traffic, for in addition to plying against the stream, there must be a re-shipping of cargo, which coals have to carry across the mountains. Anyway the promoters of the line seem quite satisfied, and by this time they should have enough data behind them to warrant them in forming conclusions as to its future prospects. Many will be glad when it will be possible to travel from Hongkong to Shuichow in one day.

## SHIPPING NOTES.

The Hamburg-American and Norddeutscher Lloyd Lines agreement with respect to their passenger and freight services across the Atlantic and to the Far East is for 15 years.

The Steamer *Haddonhall*, belonging to the West Hartlepool Steam Navigation Company, Limited, has been sold to Japanese buyers with delivery in the Far East for about \$14,000. She is of 2,808 tons gross and 1,657 tons net register, and was built at Newcastle in 1898, with dimensions 230 feet by 43 feet by 19.5 feet.

Mr. Thaddeus S. Dayton has an interesting article in this month's *Money* on the recent boom in shipping. He states that by the end of 1914 it is estimated the total number of merchant ships afloat will exceed 40,000, their total tonnage being 55,000,000. With the opening of the gates of Panama five new ocean routes will be created: one to the west coast of South America, a second to Australia and New Zealand, a third to the Philippines and Oceania, a fourth to the East Indies and Southern Asia, and the last of all to China and Japan.

Not even the most astute of the great commercial sea lords who scan the horizons of trade from their watch-towers in London, New York, and Hamburg can, says Mr. Dayton, "do more than hazard guesses as to the rearrangements of trade and the shifting of fleets that the opening and expansion of commerce and old markets will bring about in the next few years. On only one point do they agree unanimously: that the world is on the threshold of a tremendous commercial boom, and that its stimulating cause is the opening of our great canal."

## HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 5th June state:—

Since our last report business in local stocks has again been very limited, with, however, a good inquiry still existing for investments, and prices on the up grade. Langkats during the week have remained fairly steady, and at date close with sales at Tls. 55 for cash. The "Oil" market, as reported from London, is steady, and no appreciable change in rates has to be recorded. The "Tin" market is quiet, and "Rubber" market steady, with very little business doing. Fine Hard Para has a quotation of 2/9 1/2 per lb., and plantation sheet has slightly advanced, the latest quotation received by us being 2 1/4 per lb. The open market rate of discount according to our latest advices is 2 1/2 per cent., and the Bank of England rate remains unchanged, viz., 3 per cent. Bar Silver is quoted at 25 15/16d. for ready, and 26 1/16 for forward. Sterling T.T. at 1/10 13/16, Shanghai T.T. at 7 1/4, and Singapore T.T. at 8 1/4. Consols have improved and now stand at 75.

BANKS.—Hongkong and Shanghai have been the medium of business at \$810, with London a seller at \$815.15/-.

MARINE INSURANCES.—Unions have changed hands at \$775, at which rate they remain in demand. North Chinas have been sold at Tls. 140, and Cantons have been placed at \$310, with buyers now in evidence. Yangtzeas are unchanged with a nominal quotation of \$34.

FIRE INSURANCES.—China Firms remain in demand, and are wanted at \$140 with no shares on offer, and Hongkong Firms have buyers at \$380 with no business to shipping.

—Hongkong, Canton and Macao are wanted at \$28 1/2 with sellers asking for a better rate, and China and Malays have had sales at \$8, with more shares wanted at the price. Douglases remain a quiet market and close with a nominal quotation of \$80, and Star Ferries are on offer at \$46. Indo-Chinas close quiet at \$6 1/2 locally, and 145/- middle price in London. By courtesy of the General Managers in Hongkong we are able to give the closing figures for 1913, which are as follows, viz., a final dividend of 3 per cent. on the preferred shares, making 6 per cent. for the year, and a dividend of 5 per cent. on the deferred shares. \$5,000 is written off Debenture expenses, \$8,173 is placed to the credit of underwriting account, and \$15,000 carried forward.

COS.—Shanghai Transports have local buyers at 102 1/2, and a London middle quotation of 103 1/2. The following middle quotations are to hand this forenoon from our London Agents, viz., Ural Caspians 40/-, Mexican Eagles 38 1/2 and Malpicks 10/-.

REFINERIES.—China Sugars have remained quiet during the week, and close with buyers at \$78. Luzons are unchanged with sellers at \$83.

MIXING.—Kailans have been sold at 37 1/2, and close with buyers at 37 1/2. Tronohs are on offer at 30/8 after sales at same rate, and Raubs have sellers at \$3 without leading to business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been sold during the week at \$68 down to \$64 and now close with more shares on offer at the latter rate. Kowloon Wharves have led to business at \$85, but close slightly easier. Shanghai Docks have a nominal quotation of Tls. 57, and Shanghai and Hongkew Wharves are wanted at Tls. 57 1/2.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands remain in demand at \$112, with no shares on offer, and Hongkong Hotels are unchanged with a nominal quotation of \$123. There are buyers of Humphreys Estates at \$7 1/2, and West Point at \$7 1/2, and Kowloon Lands are quiet at \$4.

COTTON MILLS.—Hongkong Cottons remain neglected with sellers at \$3, Ewos close on offer at Tls. 127, and Internationals have a nominal quotation of Tls. 75. Shanghai Cottons have been placed at Tls. 113, and the following stocks have buyers, viz., Kung Kiks at Tls. 112, Loou King Mows at Tls. 80, and Soy Chees at Tls. 39.

MISCELLANEOUS.—Hongkong Electrics are wanted at \$40, Ices at \$195, Hongkong Ropes at \$23, Peak Trams (old) at \$24, and Steam Laundries at \$4.75. China Borries are on offer at \$12, China Lights at \$4.10, China Providents at \$3, Dairy Farms at \$40, Green Islands at \$6, Hongkong Trams 9/6 cum. div., Peak Trams (new) at 90 cents, Waterboats at \$20, and Watsons \$27.30 ex div.

## LONDON SHARE QUOTATIONS.

Messrs. Vernon & Smyth's wire quotations from London dated 4th June are as follows:—  
Tronoh Mines ..... 28/9  
British Burma Petroleum 4/9  
Ural Caspian Oil ..... 49/-  
Hongkong and Shanghai Banks ..... £83 15/- sellers.  
United Serdang ..... 103/3  
Mexican Eagle ..... 38/8  
Rubber Plant. Int. Trust. 10/12  
Maikop Premier Oil State 10/-  
Shell ("Bearer") ..... 103/3  
Indo-China (Combined) ..... 145/-  
Chinese Engineering ..... 95/8  
Hongkong Electric Trans. 9 1/4 ex div.  
Venture Trust, Ltd. .... 1/-  
Fine Hard Para ..... 2/3 1/2  
Plantation ..... 2/4 1/2  
Tone of the Rubber Share Market ..... Steady.  
Tone of the Tin Share Market ..... Quiet.  
Standard Tin ..... £142 cash.

The report of Tronoh South for the year to December 31st, 1913, states that all the expenditure for the year has been treated as on development account, and as from January 1st, 1914, a profit and loss account has been opened. The directors have decided to declare an interim dividend of 6d. per share, free of tax, payable on the 27th inst.

## INTIMATIONS

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## CUTICURA SOAP SHAMPOOS

And occasional light dressings of Cuticura Ointment will prevent it when all else fails.

Sample of each with 25p. box free from nearest depot: Newbery, 27, Charterhouse St., London, E.C. 3. Tins: Muller, Marlow & Co., Chislehurst, Kent. Forster & Co., Ltd., 10, Abchurch Lane, London, E.C. 4. Cuticura Soap and Ointment are sold everywhere.

[92-10]

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HOT WEATHER, EITHER ALONE

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## NEW ADVERTISEMENTS

## CHINA ASSOCIATION.

THE ANNUAL MEETING of the Members of the Hongkong Branch of the CHINA ASSOCIATION will be held in the Board Room of Messrs. JARDINE, MATHESON & Co., Ltd., at 4.30 p.m. on THURSDAY, 11th June, 1914.

L. N. TREFE,  
Hon. Secretary.  
Hongkong, 6th June, 1914. [705]

## HONGKONG COTTON SPINNING WEAVING &amp; DYING CO., LTD.

## (IN VOLUNTARY LIQUIDATION).

IN accordance with the provisions of the Companies Ordinance, 1911, and 181, sub-section 1, a MEETING of the CREDITORS of the above Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on WEDNESDAY, 17th June, 1914, at 11 a.m.

C. BERNARD BROWN,  
Liquidator.  
Hongkong, 6th June, 1914. [796]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from 8th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, 6th June, 1914. [797]

## THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Offices of the Company, No. 16, Pedder Street, Victoria, Hongkong, on TUESDAY, the 30th day of June, 1914, at 11 o'clock in the forenoon, when the subjoined Resolutions, which were passed at the Extraordinary Meeting held on 4th instant, will be submitted for confirmation as Special Resolutions:

1. That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as in the printed copy of the "Chairman of the Meeting" for the "purpose of identification."
2. That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Articles be and they are hereby adopted as the Articles of the Company in substitution for, and to the exclusion of, all the "existing Articles thereof."

JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Dated this 6th day of June, 1914. [798]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND TRADE REPORT

is now ready and contains:—  
Far Eastern News.

Leading Articles:—  
The "Empress" Disaster.  
Reverting to Monarchical Government.  
Chinese Silk.  
China and the Customs.  
A New Suburb of Hongkong.  
Random Reflections.

Hongkong.  
The Late Mr. and Mrs. W. D. Graham.  
The Sea Bathing Season.  
The King's Birthday.  
Scheme to Develop the Southern Side of Hongkong.

A "Seedy" Tiger.  
Navigation in Hongkong Waters.  
Hongkong University.  
Canton Note Redemption Scheme.  
Hongkong Legislative Council.  
Sanitary Board.

Opium as Preserved Fruit.  
Opium in a Secret Compartment.  
Special Inspection of Ships in Japan.  
Fire in Jubilee Street.  
Sequel to the Deep Water Bay Robbery.  
Typhoon Warning.

Company Meetings:—  
Canton Insurance Office, Ltd.  
Hongkong Fire Insurance Co., Ltd.  
Hongkong Ice Co., Ltd.  
Trench Mines (Limited).

The Plague.  
Telegrams.  
A New Local Company.  
Supreme Court.  
Subjugation of Formosan Aborigines.  
Notes from Peking.

Medieval China.  
Japanese and Indian Coastal Trade.  
Speculation in "Langkats."  
The Interport Cricket.  
Hongkong Tennis League.  
Interport Tennis.

The Interport Shoot.  
Royal Hongkong Golf Club, Fanling.  
Tobacco Growing at Weihaiwei.  
British-American Tobacco Factory Burnt.  
The "Childer" Piracy.

Siberia "Scare" and Japanese Wireless.  
The Nippon Yusen Kaisha.  
N.Y.K. Calcutta Line.  
Japanese Purchases of Foreign Vessels.  
A Shanghai "Bank" Venture.  
Sir Robert Hart's Statue.  
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Hongkong, 6th June, 1914.

## NEW ADVERTISEMENTS

## WANTED—IMMEDIATELY.

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"X. Y."  
Care of "Daily Press" Office.  
Hongkong, 6th June, 1914. [793]

## WANTED.

BOOKKEEPER in British Merchant's Office. Knowledge of Shorthand and Typewriting an advantage. Apply stating Salary required to—  
"A. B."  
Care of "Daily Press" Office.  
Hongkong, 6th June, 1914. [794]

## HONGKONG ICE COMPANY, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG ICE COMPANY, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Limited, No. 16, Pedder Street, Victoria, Hongkong, on THURSDAY, the 18th day of June, 1914, at 11 o'clock a.m., when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 4th day of June, 1914, will be submitted for confirmation as Special Resolutions:—

1. That it is expedient to acquire and purchase the business property and goodwill of the Oriental Ice Syndicate and that the Provisional Agreement for the purpose submitted to this Meeting dated the 25th March, 1914, and made between The March, 1914, and made between The Society of the Missions Etrangères of the one part and this Company of the other part and dated the 25th day of March, 1914, and made between The Honorable Sir CATCHICK PAUL CHATER, Knight, C.M.G., JOSEPH WHITTESLEY, Noble, ANTONIO BARRETO and ARAATON VERTANES APGAR of the one part and the Company of the other part be and the same are hereby approved and ratified and that the General Managers of the Company be and they hereby are authorized and requested to carry the same into effect with full power to assent to any modification in the said Agreement which they think expedient in the interests of the Company.
2. That the Capital of the Company be increased from \$125,000 (divided into 5,000 shares of \$25 each) to \$182,500 (divided into 7,300 shares of \$25 each) by the creation of 2,300 new shares of \$25 each.
3. That the said 2,300 new shares be pursuant to the said mentioned Agreement in Resolution 1 allotted as shares fully paid up to the said Procurator General in Hongkong of the Society of the Missions Etrangères in consideration of the transfer to the Company of the property business and goodwill referred to in the said Agreement and upon the footing as to dividend provided for in the said Agreement.
4. That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Dated the 6th day of June, 1914.  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
[799]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLEUGH"  
FROM LEITH, MIDDLERSHIRE,  
LONDON AND STRAITS

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized. All broken, chafed and/or damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 5th June, 1914. [792]

## LIFE INSURANCE.

THE advice of Mr. E. P. HENDERSON, I.C.S. Rd., is available as to Insurance of every kind save Marine, on the conditions stated in his pamphlet, copy of which can be had on application, by all persons (not connected with Insurance business) who apply to him for it. He is now in a position to secure world-wide Policies from one of the leading Life Insurance Companies for residents of Hongkong at home rates. In the past 14 years Mr. HENDERSON has been consulted over 17,000 times, and has placed Life Policies insuring approximately 7 million pounds sterling. 42, Leinster Gardens, London, W. [762]

## NOTICE.

## REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet. All discounts will be withdrawn from same date.

By Order of the Directors,  
GEORGE CUNY,  
Local Secretary.  
Hongkong, 21st May, 1914. [737]

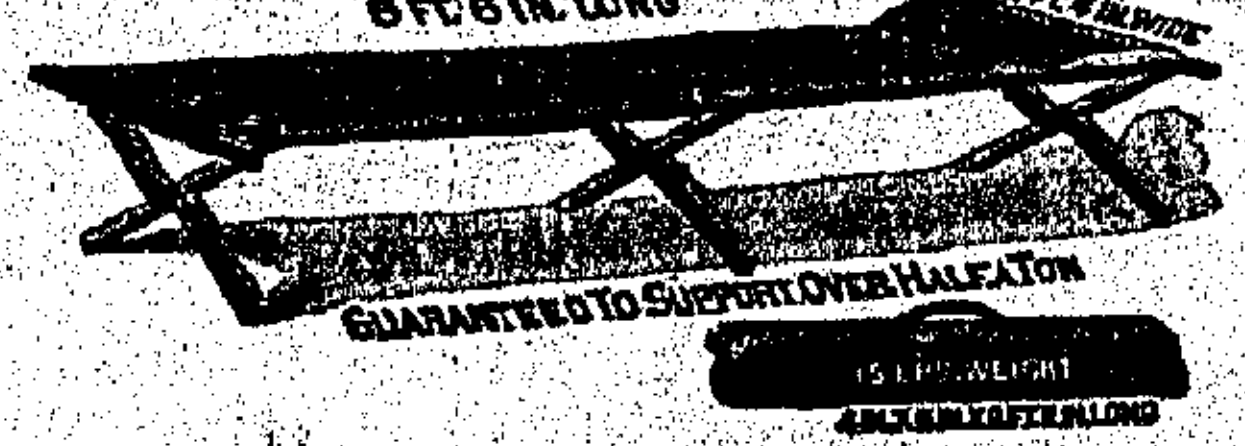
## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

(TELEPHONE 97).

## FOLDING CANVAS BEDS.

## OPEN



## CLOSED

EACH \$7.50 EACH

WITH

## MOSQUITO FRAME AND CURTAIN.

LIGHT

AND

STRONG.



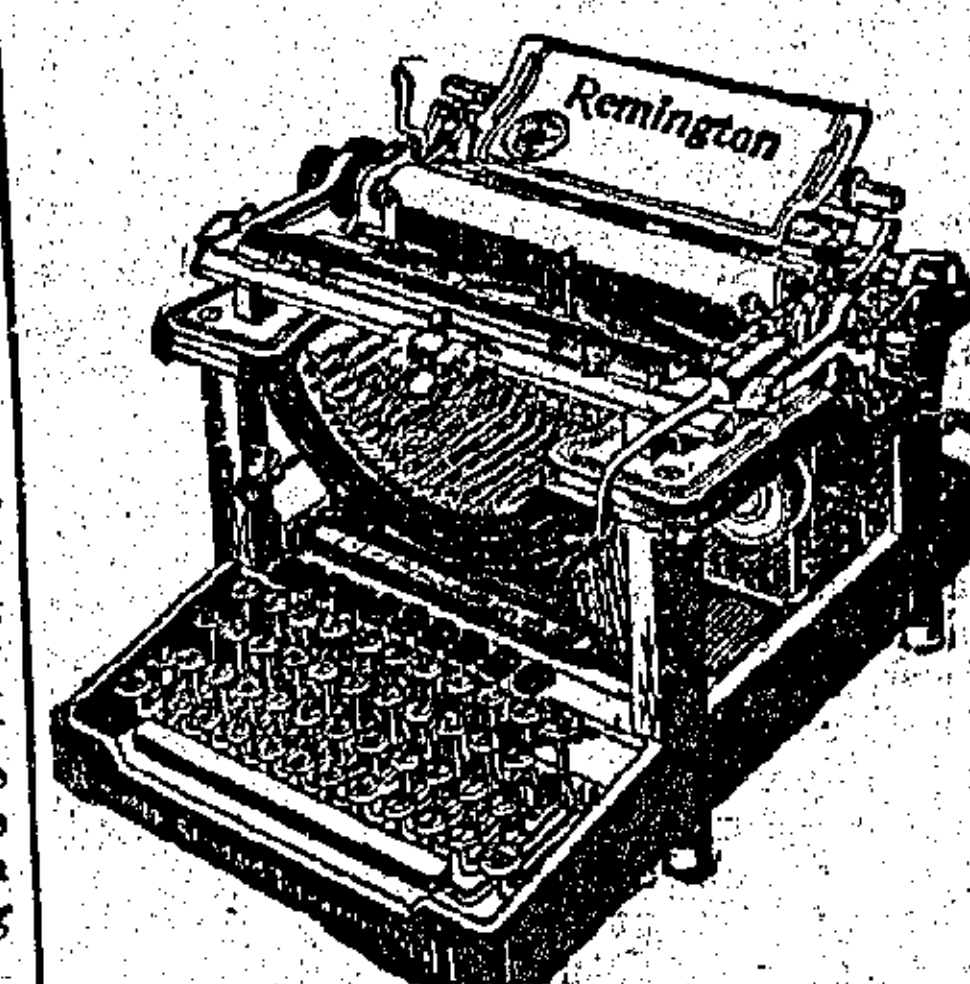
COMPACT

AND

PORTABLE.

COMPLETE \$13.50 COMPLETE

## LANE, CRAWFORD &amp; Co.



## THE NAME REMINGTON

[STANDS FOR]  
The Longest History.  
The Widest Experience.  
The Greatest Manufacturing Resources.  
The Most Complete and Comprehensive Product.

The Largest Selling Organization of any concern in the Typewriter Business. From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters"—FIRST AND ALWAYS.

Official Typewriter of the Panama-Pacific International Exposition.  
REMINGTON TYPEWRITER COMPANY (Incorporated).

SIEMSEN & CO., SOLE AGENTS for  
Hongkong, Canton, South China and Formosa [54]

## HAVE YOU USED

## KAMINIA OIL?

(Registered).

## THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

## TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, net.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—

KAMINIA PERFUMERY COMPANY,  
Bombay, India. [667]

## NOTICES OF FIRMS

## NOTICE.

NOTICE IS HEREBY GIVEN that the Business and Goodwill of the Firm of ARTHUR NILSSON & COMPANY, carried on by WEI A YUK at York Building, Chater Road, Hongkong, under the style or Firm name of "ARTHUR NILSSON & COMPANY," has This Day been acquired by A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.), a Company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden.

Dated this 23rd day of May, 1914.  
A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.),  
A. NILSSON,  
Managing Director.

## NOTICE.

WE HAVE This Day REMOVED our Office from Queen's Building to YORK BUILDING (Top Floor), Chater Road.  
A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.)  
(Incorporated in Sweden).  
A. NILSSON,  
Managing Director. [743]

## HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work. We guarantee our Qualifications, but ask our Price, which is standard and reasonable. Bring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,  
Manager,  
6, Des Vaux Road Central (First Floor).  
Telephone No. 650.  
Hongkong, 16th May, 1914. [710]

## ENTERTAINMENTS

## LAST NIGHT! LAST NIGHT!! HIPPODROME CIRCUS AND MENAGERIE.

LOCATION: CAUSEWAY BAY.

TO-NIGHT! 9.15 P.M. TO-NIGHT!! STILL GOING STRONG AND LIKELY TO BE. FAREWELL PERFORMANCE ON SATURDAY, THE 6TH JUNE. LAST MATINEE AT 4 P.M. Children Half-Price to Matinee only.

BOX PLAN AT ROBINSON PIANO Co., LTD.

Special late Trams after every Performance. Hongkong, 5th June, 1914. [660]

## AUCTION

## PUBLIC AUCTION.

GEO. P. LAMMERT,

AUCTIONEER, SHARE AND GENERAL BROKER.

## A VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS.

(Just arrived from the North, being the property of the well-known collector, Mr. LAM VAN KEN).

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (SATURDAY),

THE 6TH JUNE, 1914, COMMENCING AT 2.30 P.M., AT HIS SALES ROOMS, DUDELL STREET,

## A VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS.

from SUNG TO MING DYNASTIES and KANGHI TO TOWKWANG PERIODS.

Comprising:—

3-COLOURED and BLUE and WHITE VASES, PLATES, BOWLS and FIGURES, etc.  
SANG-DE-BEUF VASES, WHITE "GODDESS OF MERCY" (MING).  
OLD GOLD INLAID BRONZES (MING).  
FINE CRYSTAL VASES and SNUFF BOTTLES.  
PORCELAIN and AGATE SNUFF BOTTLES.  
GREEN and RED JADE ORNAMENTS.  
OLD LACQUERED SCREENS with 5-COLOURED DECORATION and BLACKWOOD SCREENS with BLUE and WHITE and 5-COLOURED KANGHI and KINTUNG PORCELAIN PLACQUES, PORCELAIN PICTURES INLAID IN WOOD, etc.

A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD. N.B.—The Undersigned will give a 2-weeks guarantee as to the genuineness of the articles offered.

Catalogues will be issued.  
On View from TUESDAY, the 2nd June.  
TERMS—Cash on delivery.  
GEO. P. LAMMERT, Auctioneer.  
Hongkong, 30th May, 1914. [767]

## INTIMATIONS

## HONGKONG TRAMWAY COMPANY, LIMITED.

## NOTICE.

THE Special Summer Services of through First Class Cars have now commenced. FARE 10 CENTS.

Between WHITTY STREET and the NEW HAPPY VALLEY TERMINUS every 10 minutes. First Car 4.00 P.M. Last Car 9.30 P.M.

Between POST OFFICE and QUARRY POINT every 15 minutes. First Car 4.00 P.M. Last Car 10.30 P.M.

BATHING. At North Point on and after SATURDAY, June 6th. Bathing Tents will be provided by the Tramway Company and a Refreshment Booth by Welsman & Co.

BAND NIGHTS. A Military Band will perform at North Point on SATURDAY, June 6th, from 9 to 11 p.m., and a newly cleared space will be illuminated. The dates of (subsequent) Band Nights will be notified by advertisement on the cars.

BY ORDER. General Manager.  
Hongkong, 1st June, 1914. [771]

## WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEER, L.C.F.

[1349]

## FOR SALE AS A GOING CONCERN.

THE Undersigned is prepared to receive Tenders for the purchase of the business of THE ROYAL APARTED WATER MANUFACTORY COMPANY, LIMITED. Intending purchasers are required to deposit a sum of \$1,000.00 with the Undersigned when Tenders are submitted.

J. HENNESSEY SETH,  
Receiver for the Debenture Holders.  
Hongkong, 5th June, 1914. [786]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 883G. at \$5.47 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 16th April, 1914. [559]

## TO LET

## TO LET

From 1st July, 1914.

IN CANTON on SHAMEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—  
DAVID SASSOON & Co., Ltd.,  
Hongkong.  
Hongkong, 7th May, 1914. [978]

## TO LET.

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Market Lot No. 48, with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—  
HUMPHREYS ESTATE & FINANCE Co., Ltd.,  
Alexandra Buildings.  
Hongkong, 18th May, 1914. [686]

## TO LET.

PART of 1st FLOOR, 25, Des Vaux Road Central. Immediate Possession. Also 1 MOTOR BOAT for Sale.

Apply—  
DRAGON CYCLE Co.  
Hongkong, 30th May, 1914. [761]

## TO LET.

NO. 20, BELILIOS TERRACE, newly painted and colourwashed. ROOMS in Queen's Road Central. From 1st June, 1914, 55, ELGIN TERRACE, newly painted and colourwashed. No. 12, BEAUFORT ARCADE, Shop. No. 5, MOUNTAIN VIEW. Newly painted and colourwashed. From 1st April, 1914.

No. 7, MOUNTAIN VIEW. No. 19, STEWART STREET. To Let, Furnished, for one year, from 1st May, 1914.

"BOGATE" Austin Road, Kowloon. Unfurnished.

Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 6th June, 1914. [65]

## TO LET.

SHOP, No. 12, Queen's Road Central. 2 FAIRVIEW, Nathan Road, Kowloon.

Apply to—  
STEPHENS & WILLSON  
Hongkong, 11th December, 1913. [67]

## TO LET.

From 1st May, 1914.

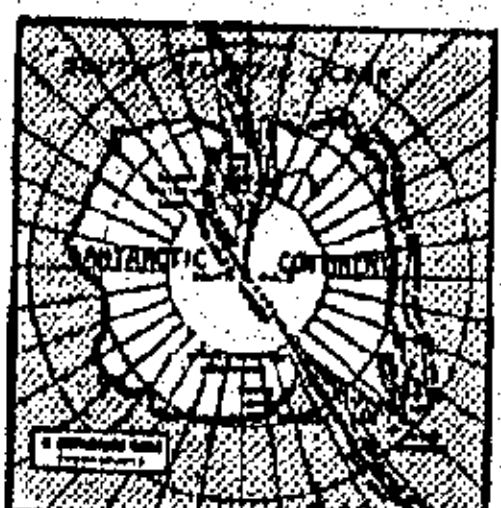
NO. 104A, THE PRINCE, FURNISHED. Apply to—  
S. J. DAVID & Co.,  
Prince's Buildings.  
Hongkong, 7th February, 1914. [244]





**NAPIER JOHNSTONE'S**  
"SQUARE BOTTLE"  
WHISKY.  
UNVARIED FOR OVER  
150 YEARS.  
THE SAME TO-DAY AS IN  
1745.  
BEWARE OF  
IMITATIONS.  
SOLE AGENTS IN HONGKONG  
**LANE CRAWFORD & CO.**  
and from ALL WINE MERCHANTS.

Sir Ernest  
Shackleton's  
Route  
1,700 miles  
across the South  
Pole from sea to sea.



Writing to the agent  
purchasing the stores  
for the forthcoming  
Antarctic Expedition,  
Sir Ernest  
Shackleton uses these  
words:

"The question  
of the concentrated  
beef  
supply is most  
important—  
it must be  
Bovril."

Men who trust  
their food take  
no risks, and Sir  
Ernest Shackleton  
is planning this  
expedition with  
as intimate a  
knowledge of  
stores as of ice  
and snow, has  
recommended  
scientifically  
proved value of  
Bovril.

"HOW I MADE MY  
WINDOWS PRETTY."  
"Peach's Beautiful Book  
told me all about it."

**FREE** to all. Tell about  
Patent Hem Curtains.  
Quite new & different.  
Ideal for Case-merits.

The greatest problem which confronted me when  
I was furnishing my home, was how to dress the  
windows in the most attractive fashion on an  
economical basis. I must confess that I was  
for the time being, at a loss. I wrote to Peach's  
greater portion of which is devoted to curtains and  
decorations. It contains 700 of the most charming  
designs, showing how the decorative  
windows could be made pretty and inviting.  
It is the only book produced which tells of  
Peach's Special Patent Hem and Surface  
Fabrics. These  
intensive are  
worth a volume  
of description.  
I was most  
impressed by the  
charming ideas  
for case-merits  
which are  
embodied in  
the actual size  
and number of  
curtains required.  
These  
suggestions not  
only embodied  
the actual size  
and number of  
curtains required.  
but it was  
possible to  
see at a glance just  
how the window  
would cost, and then by reference  
to the book to see how the  
window would look when finished.



The book also contains many varieties  
of other necessities. HOUSEHOLD  
Linen, UNDERWEAR, CLOTHING,  
LADIES' BLOUSES, LACE, etc.  
The illustrations were superb. Nowhere is it  
possible to obtain curtains of such exquisite taste.  
A plain fact also to the  
most casual observer  
was the astonishingly  
moderate prices of low  
productions from this  
famous loom.

Peach's Loom Prices  
25% CHEAPER.  
Here were beautiful  
designs of curtains,  
designs exclusive to  
Peach's. Some of the  
actual makers, which were at  
least 25 per cent cheaper  
than one usually pays  
for the same quality.  
In the curtain below, or send postcard for  
free copy of this magnificent book. You will never  
again be at a loss. Write now. Get the  
handbook book "Ideal Home Decorations" by  
Peach's. PEACH & SONS, (Dept.  
return, THE LOOMS, NOTTINGHAM, England.

**FREE COUPON.**  
S. PEACH & SONS, (Dept.  
return, THE LOOMS, NOTTINGHAM, England.  
Please send me your Free Catalogue  
Curtains Guide as per your offer.

Name \_\_\_\_\_  
Address \_\_\_\_\_

## COMPANY REPORT.

S. MOUTRIE & CO., LIMITED.  
(SHANGHAI, TIENTSIN, HONGKONG, SINGAPORE AND KUALA LUMPUR.)

The report of the directors of this  
Company is as follows:—  
The directors beg to submit to the  
shareholders their report and statement  
of accounts for the year terminating  
March 31st, 1914.

The net profits, including the amount  
brought forward from last year's work-  
ing, amount to \$76,098.13, which sum the  
directors recommend be divided as  
follows:—

To pay a dividend of 10 per cent. \$30,940.00  
Commission to managing director,  
acting manager, and bonus to  
foreign staff 7,385.00  
To place to reserve 25,000.00  
To carry forward to new account. 12,873.13

Director.—In accordance with the  
Articles of Association Mr. W. J. Isen-  
man retires in rotation, but being eligible  
offers himself for re-election.  
Auditors.—Messrs. Lowe, Bingham &  
Matthews retire, but offer themselves for  
re-election.

E. C. PEARCE,  
Chairman.

PROFIT AND LOSS ACCOUNT—FOR THE YEAR  
ENDING 31st MARCH, 1914.

To Depreciation on Stocks ..... \$ 12,533.60  
To Depreciation on Buildings,  
Factory, Tools and Machinery,  
Van, Mules, Concert Hall,  
Office and Store Furnitures..... 7,414.20  
To Interest on Mortgage and  
Overdraft ..... 2,605.24  
To Bad and Doubtful Debts ..... 7,084.23  
To Directors' and Auditors' Fees 1,542.45  
To Net Profit for the year ..... 87,721.68

\$ 98,901.56

By Balance from Working A/c. \$ 98,780.66  
By Transfer Fees ..... 15.00

\$ 98,801.66

BALANCE SHEET—31st MARCH, 1914.

Capital ..... \$500,000.00  
Nominal 10,000 shares of \$50  
each ..... \$500,000.00  
Wharf ..... \$308,400.00  
Subscribed and Fully Paid  
6,168 shares of \$50 each.....  
Mortgage on Property \$26,994.46  
Add interest accrued  
to date ..... 618.98

27,553.44

Sundry Creditors:—  
Bills payable ..... \$44,844.27  
Open Accounts ..... 21,325.71

65,969.98

Unclaimed Dividend ..... 475.00

Profit and Loss Account:—  
Balance as at 31st  
March, 1913 ..... \$24,567.47  
Less Dividend, and  
Manager's Com-  
mission ..... 16,191.00

\$ 8,376.47

Add Profit for the year 87,721.68

79,098.13

\$478,496.55

## ASSETS.

Hongkong and Shang-  
hai Bank ..... \$34,208.49  
Hongkong and Shang-  
hai Bank Dividend  
Account ..... 475.00  
Cash in Hand ..... 4,987.20

\$ 39,670.75

Stocks ..... 296,492.83

Furniture, Fittings, Tools, Ma-  
chinery, Van, Dray and Mules  
Fire Insurance (unexpired premia)  
Shanghai Mutual Telephone Co.,  
Ltd. (Four Shares) ..... 278.98

10,000.00

Buildings:—  
As per Balance Sheet \$41,178.20  
Less Depreciation  
thereon ..... 1,279.45

39,898.75

Concert Hall:—  
Furniture and Con-  
version ..... \$ 7,673.80  
Less Depreciation ..... 2,709.47

4,964.42

Sundry Debtors ..... \$77,253.53  
Less Bad Debts Re-  
serve ..... 6,496.17

70,757.36

\$478,496.55

We have obtained all the information and  
explanations we have required. The above  
balance sheet is, in our opinion, properly  
drawn up so as to exhibit a true and correct  
view of the state of the Company's affairs  
according to the best of our information and  
the explanations given us, and as shown by  
the books. Stocks have been certified by the  
Acting Manager.

E. C. PEARCE,  
Chairman.  
W. J. ISEMAN,  
J. H. TREDGILL,  
J. H. HINTON,  
Managing Director.

LOWE, BINGHAM & MATTHEWS,  
Auditors.  
FRED. J. HINTON,  
Secretary.  
Shanghai, May 22nd, 1914.

WM. POWELL,  
LTD.

Telephone 346.

NEW DESIGNS  
IN

LACE AND MUSLIN  
CURTAIN MATERIALS.

SPOT AND FIGURED WHITE BOOK MUSLINS  
LACE EDGED AND INSERTION  
MUSLINS.

WHITE AND ECRU MADRAS.  
LACE EDGED, SCOLLOPED, FRILLED AND PLAIN.

WHITE MUSLIN CUSHION CASES.  
HEMSTITCHED, FRILLED, LACE TRIMMED.  
BUTTON-HOLED FOR RIBBON.

[649]

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS  
DRAGON  
BRAND  
CEMENT



HIGH  
QUALITY  
BUILDING  
CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 238.

[1049-1]

Summer Excursions  
TO  
JAPAN

BY THE STEAMERS OF  
CANADIAN PACIFIC S.S. LINE.  
PACIFIC MAIL S.S. CO.  
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and  
include Rail between Japan Ports of call if desired.  
Passengers may go and/or return via MANILA without additional charge by steamers  
calling at that Port as indicated in schedule of sailings shown below.  
The Steamers operated by the Companies named are the largest fastest and most luxurious  
on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN. TO JAPAN.

| YOKOHAMA<br>LEAVE | KOBE<br>LEAVE | NAGASAKI<br>LEAVE | HONGKONG<br>ARRIVE | STEAMER     | HONGKONG<br>LEAVE | NAGASAKI<br>ARRIVE | KOBE<br>ARRIVE | YOKOHAMA<br>ARRIVE |
|-------------------|---------------|-------------------|--------------------|-------------|-------------------|--------------------|----------------|--------------------|
| 13 June           | 14 June       | 15 June           | 16 June            | MANCHURIA   | 10 June           | 11 June            | 12 June        | 13 June            |
| 20 June           | 21 June       | 22 June           | 23 June            | YOKO MARU   | 17 June           | 18 June            | 19 June        | 20 June            |
| 27 June           | 28 June       | 29 June           | 30 June            | NIPPON MARU | 24 June           | 25 June            | 26 June        | 27 June            |
| 4 July            | 5 July        | 6 July            | 7 July             | YOKO MARU   | 1 July            | 2 July             | 3 July         | 4 July             |
| 11 July           | 12 July       | 13 July           | 14 July            | MANCHURIA   | 8 July            | 9 July             | 10 July        | 11 July            |
| 18 July           | 19 July       | 20 July           | 21 July            | YOKO MARU   | 15 July           | 16 July            | 17 July        | 18 July            |
| 25 July           | 26 July       | 27 July           | 28 July            | NIPPON MARU | 22 July           | 23 July            | 24 July        | 25 July            |
| 1 Aug             | 2 Aug         | 3 Aug             | 4 Aug              | YOKO MARU   | 29 July           | 30 July            | 31 July        | 1 Aug              |
| 8 Aug             | 9 Aug         | 10 Aug            | 11 Aug             | MANCHURIA   | 5 Aug             | 6 Aug              | 7 Aug          | 8 Aug              |
| 15 Aug            | 16 Aug        | 17 Aug            | 18 Aug             | YOKO MARU   | 12 Aug            | 13 Aug             | 14 Aug         | 15 Aug             |
| 22 Aug            | 23 Aug        | 24 Aug            | 25 Aug             | NIPPON MARU | 19 Aug            | 20 Aug             | 21 Aug         | 22 Aug             |
| 29 Aug            | 30 Aug        | 31 Aug            | 1 Sept             | YOKO MARU   | 26 Aug            | 27 Aug             | 28 Aug         | 29 Aug             |
| 5 Sept            | 6 Sept        | 7 Sept            | 8 Sept             | MANCHURIA   | 2 Sept            | 3 Sept             | 4 Sept         | 5 Sept             |
| 12 Sept           | 13 Sept       | 14 Sept           | 15 Sept            | YOKO MARU   | 9 Sept            | 10 Sept            | 11 Sept        | 12 Sept            |
| 19 Sept           | 20 Sept       | 21 Sept           | 22 Sept            | NIPPON MARU | 16 Sept           | 17 Sept            | 18 Sept        | 19 Sept            |
| 26 Sept           | 27 Sept       | 28 Sept           | 29 Sept            | YOKO MARU   | 23 Sept           | 24 Sept            | 25 Sept        | 26 Sept            |
| 3 Oct             | 4 Oct         | 5 Oct             | 6 Oct              | MANCHURIA   | 30 Sept           | 1 Oct              | 2 Oct          | 3 Oct              |
| 10 Oct            | 11 Oct        | 12 Oct            | 13 Oct             | YOKO MARU   | 7 Oct             | 8 Oct              | 9 Oct          | 10 Oct             |
| 17 Oct            | 18 Oct        | 19 Oct            | 20 Oct             | NIPPON MARU | 14 Oct            | 15 Oct             | 16 Oct         | 17 Oct             |
| 24 Oct            | 25 Oct        | 26 Oct            | 27 Oct             | YOKO MARU   | 21 Oct            | 22 Oct             | 23 Oct         | 24 Oct             |
| 31 Oct            | 1 Nov         | 2 Nov             | 3 Nov              | MANCHURIA   | 28 Oct            | 29 Oct             | 30 Oct         | 31 Oct             |

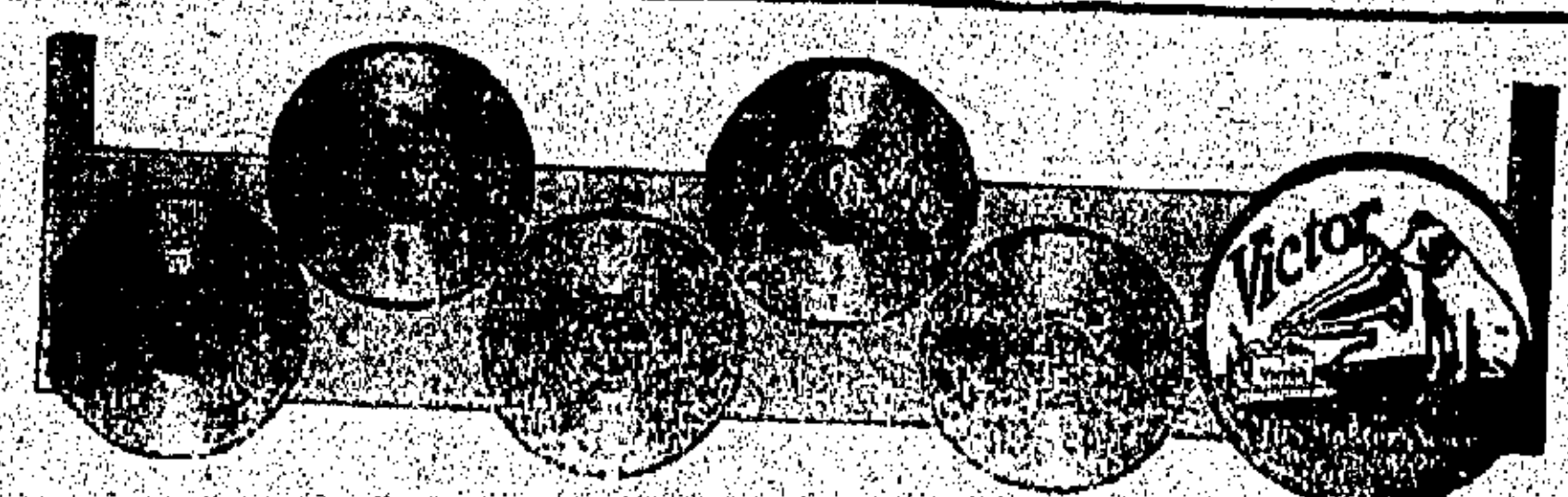
† Returning via Manila. ‡ Going via Manila.

Steamers proceeding via Manila do not call at Shanghai.

[630]

SHANGHAI ELECTRIC  
CONSTRUCTION.

The report for the year to December  
31st, 1913, shows a profit of \$24,738,  
which compares with \$24,737 for 1912.  
Including \$1,974, the amount brought  
forward from the preceding year, the  
total standing to credit of profit and loss  
account, before making any appropri-  
ations, was \$26,712. There has been trans-  
ferred to reserve for renewals account  
\$20,000, and there has been applied in  
reduction of the preliminary expenses  
account \$3,000. The directors recommend  
a dividend of 7 per cent. for the year.  
less income-tax, leaving to be carried  
forward \$1,300. The loss by exchange on  
subsidiary coinage in 1913 was \$25,981,  
which is over 8 per cent. on the capital  
of the company. The original equip-  
ment, which consisted of 60 motor-cars,  
will, when the orders in hand are com-  
pleted, have been increased to 90 motor-  
cars and 55 trailers. The delay in  
initiating railless traction in Shanghai  
has been disappointing. Under the terms  
of the contract for the supply of the cars  
a date for delivery was fixed, which  
should have permitted of the service  
being started during March. None of  
the seven cars has, however, yet been  
shipped. The contractors are under  
penalties. After lengthy negotiations  
for electric current purchased by the  
company from the Council were agreed,  
with effect from March 5th, 1913. The  
new scale shows a material reduction  
from the rates previously paid by  
the company. The benefit of the revision,  
so far as the past year is concerned, has  
been incorporated in the accounts now  
submitted. Through running over the  
company's system and that of the French  
company has been in operation through-  
out the year, and about 30 per cent. of  
this company's receipts were derived  
from the French cars. It is expected that  
the through services will be increased  
shortly.



NEW VICTOR RECORDS

THE LATEST.

SONGS.

DANCES.

AND

SELECTIONS, etc.

INSPECTION INVITED.

EXCLUSIVE DISTRIBUTERS:

**MOUTRIE'S**

[51-4]

## BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORATION.  
Rules may be obtained on application.  
INTEREST on deposits is allowed on the  
Minimum Monthly Balances at 3 per cent  
per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG  
AND SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
A. G. STEPHEN,  
Acting Chief Manager  
Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING  
CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: 86, Bishopsgate, E.C.

BRANCHES:—  
Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,300,000  
equal \$1,430,000  
EVERY DESCRIPTION OF BANKING  
BUSINESS transacted.  
CURRENT ACCOUNTS opened on the usual  
terms.  
DEPOSITS RECEIVED, fixed for one year  
at 4 per cent. per annum or for  
shorter periods, at rates which may  
be ascertained on application.  
BILLS NEGOTIATED AND COLLECTED  
MAIL AND TELEGRAPHIC REMIT-  
TANCES made.  
LETTERS OF CREDIT and DRAFTS  
granted on all the principal cities  
in the World.  
THE BANK'S CIRCULAR LETTERS OF  
CREDIT are available all over the  
World.  
COMMERCIAL LETTERS OF CREDIT  
issued.  
PURCHASE and SALE of Stocks and  
Shares effected.  
TRAVELLERS' CHECKS sold and cashed  
GEORGE HOGG,  
Manager.

8, Queen's Road,  
Hongkong, 31st October, 1913. [16]

THE MERCANTILE BANK OF  
INDIA, LIMITED.

Authorized Capital ..... \$1,500,000  
Subscribed " ..... 1,125,000  
Paid-up " ..... 562,500  
Reserve Fund ..... 465,000

BANKERS:  
BANK OF ENGLAND,  
and  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts  
at 3 per cent. per annum on Daily Balances  
and on Fixed Deposits at rates which may  
be ascertained on application.

A. B. LINTON,  
Manager.  
Hongkong, 14th July, 1913. [788]

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1858.  
HEAD OFFICE—LONDON.

Paid-up Capital ..... \$1,200,000  
Reserve Fund ..... \$1,800,000  
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General  
Banking business transacted.  
CURRENT ACCOUNTS opened and  
FIXED DEPOSIT received for 1 year or  
shorter periods at rates which will be quoted  
on application.

A. S. HEWETT,  
Acting Manager.  
Hongkong, 31st March, 1914. [1494]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER.)

Capital Subscribed ..... Yen 10,000,000  
Capital Paid-up ..... 7,499,250  
Reserve Funds ..... 3,430,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy, Kinkiang, Shanghai,  
Fuzhou, Kobe, Singapore,  
Bombay, London, Swatow,  
Calcutta, Manila, Taichow,  
Canton, Moji, Yokohama,  
Dairen, Nagasaki, Tientsin,  
Poochow, Newchwang, Tientsin,  
Hongkong, New York, Tokyo,  
Kobe, Osaka, Yokohama,  
Keelung, San Francisco, Etc.

HONGKONG OFFICE,  
2, Des Vaux Road.

Interest allowed on Current Accounts,  
Deposits received on terms which may  
be had on application.

K. TSUDEURABARA, Manager.  
Hongkong, 19th February, 1914. [648]

Gilbe's  
SUPERFATTED-COLD-CREAM

Shaving  
Foam

NO WASTE

PRODUCES A FINE CREAMY LATHER  
DOES NOT DRY ON THE FACE

MADE IN ENGLAND.





## Neuralgia, Nervous Breakdown —

NURSE HALL, c/o Mrs. Bassett, Commercial Place, Landport, Portsmouth, Eng., writes:—"I was suffering from nervous breakdown with Internal Neuralgia, when I began a course of Phosferine. After having taken it for three or four months, I felt better than I had done for two years previously, and consider it the best tonic I have ever tried. As a remedy for all nervous disorders I think there is nothing to equal Phosferine, especially as I was given up by more than one doctor previous to taking Phosferine, and can now say I am perfectly well and strong, and have taken nothing else."

No other medicine has received such absolute proof of its extraordinary properties in restoring shattered constitutions, and in giving back to the prematurely aged New Life and Energy.

### CAUTION

There is only one Phosferine—beware of illegal imitations—do not be misled by *Phosph This* or *Phosph That*, but get

## PHOSFERINE

THE GREATEST TONIC AND DIGESTIVE

HAS BEEN SUPPLIED BY ROYAL COMMANDS TO—  
The Royal Family  
H.M. the Emperor of Russia  
H.M. the King of Spain  
H.M. the Queen of Spain  
H.M. the late King of Greece  
H.M. the Queen of Romania, etc.  
Prices in Great Britain: 2/9 and 4/6. Sold by all Chemists, Stores, &c.  
PROPRIETORS: ASHTON & PARSONS, LTD., LUDGATE HILL, LONDON, ENG.

## SAINT-RAPHAEL

### TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.  
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark—

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.  
COMPAGNIE du VIN SAINT-RAPHAEL, Valbonne (Drôme-France).  
(IMPORTERS) — CAULFIELD, MANCHESTER & Co., Hongkong.

## VETARZO

BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern science, is a powerful tonic and restorative of the blood, and is indicated in all cases of nervous debility, whether induced by worry, overwork, or other causes. It is a powerful tonic and restorative of the blood, and is indicated in all cases of nervous debility, whether induced by worry, overwork, or other causes. It is a powerful tonic and restorative of the blood, and is indicated in all cases of nervous debility, whether induced by worry, overwork, or other causes.

## VETARZO

BLOOD MEDICINE

Without pure blood health is impossible. Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of nervous debility, whether induced by worry, overwork, or other causes. It is a powerful tonic and restorative of the blood, and is indicated in all cases of nervous debility, whether induced by worry, overwork, or other causes.

### MIRACLE OF SCIENCE.

#### TRAIN WITHOUT RAILS AT 300 MILES AN HOUR.

LONDON TO BRIGHTON IN 15 MINUTES.

(FROM THE LONDON "DAILY EXPRESS.")

The air train has arrived! It has come to London unheralded, secretly, mysteriously, and it is the most marvellous invention of the age. It travels through space without visible means of support either above or below. At a wizard touch it is away like a flash, devouring distance at the terrific speed of 300 miles an hour, defying all the laws of gravity, triumphant and glorious in its realisation of the ideal that engineers and scientists have striven to attain ever since the time of Stephenson and his first locomotive.

There is no locomotive on the air train. It needs such antiquated thing no more than it needs rails. Electricity is the driving power, but it is electricity harnessed and trained to perform the apparently impossible and give a negative to nature.

The Bachelet Levitated Railway is the title given to the new discovery, and it takes its name from its inventor. But the more name conveys, no idea of the marvel that has come among us.

The inventor himself hardly seems to realise the vast possibilities of his work. Perhaps it is because he has lost some of the enthusiasm of youth, for Emile Bachelet is an old man who has spent almost a lifetime in bringing this wonder child of his to perfection.

#### TWENTY YEARS' WORK.

He is a Frenchman who has lived long in America, and the air train, as an *Express* representative was privileged to see it yesterday, represents twenty years of strenuous work, twenty years of cruel disappointments, of tragedies.

The air train is not a flash-in-the-pan invention. It is not a spectacular toy. It is a thing which has come to stay, and in time to revolutionise the accepted ideas of modern travel. Several of the great railway chiefs of England have seen it, and they are amazed. The principal engineers of the Post Office have seen it, and they are amazed. Every one who has seen it is amazed.

The surest sign of all that it has made a deep impression on the men who are best qualified to judge it is to be found in the fact that one of the foremost railway companies has offered the inventor the use of a section of its line to demonstrate on a large scale.

The explanation of the system under which the air train is made to perform its marvellous work is this: Mr. Bachelet has discovered that certain metals offer a retarding influence to the magnetic force flowing from an electric coil energised by an alternating current. The retarding influence sets up "eddy" currents, which cause the reverse of magnetic attraction—viz., magnetic repulsion. In other words, the effect of a magnetic coil on certain metals is to repel instead of to attract them. One of these metals is aluminium, and the effect of magnetic electricity on aluminium is the great factor in the working of the air train.

The car or cars of the air train are long, narrow, and cigar-shaped. When they are stationary they rest on a track below which, at intervals of two feet, are electric coils arranged to deliver the magnetic lines of force against the resisting aluminium of the car.

As soon as the electric influence is set in motion the coils, instead of attracting the car, push it away, with the result that the car is immediately raised and held suspended in the air clear of the track, the only connection between the car and the track being the brushes used for contact purposes.

At intervals of twenty-five feet along the track are placed solenoids, or pulling magnets, shaped like a tunnel. The car passes through these solenoids, which are automatically energised in succession, thus acting as a continual magnet to draw the train along.

Mr. Bachelet has constructed a splendid working model of the air train. It is a model to which no more description can do justice. It has to be seen to be believed. It is housed in a long, low room at the top of a building in the heart of the City. It is a very secret place, that room—a modern alchemist's retreat, hung with mystic green curtains, with thick green baize on the floor that deadens the sound of the feet.

Before being admitted one has to give a secret combination of knocks on a door marked "No admittance," whereupon a face comes and peers out at you through a little window, and satisfies itself as to your bona fides.

Once inside, the mystic green curtains enfold you, and you wait in silence for something to happen. Faint mysterious sounds reach the ears, but the green curtains guard their secret well, and not until they part and a hand reaches forth and guides you through that impenetrable veil do you realise what is behind.

Down the whole length of one side of the room runs the air train track on a raised pedestal. The model car, weighing forty pounds, rests on metal slots with the magnetic coils fixed in a line immediately below. These magnetic coils—yellow, wicked-looking coils—stretch far away in an unbroken line to the end of the long room to which the car is presently to be despatched like a shot from a gun.

Near by stands the inventor fingering a switchboard with loving care. Suddenly he pulls a lever, and the car springs up from the track and hangs poised over it as steady and as firm as a rock—a rock in mid-air!

#### TERRIFIC SPEED.

Then Mr. Bachelet pulls another lever, and the car leaps forward and is at the other end of the long room almost quicker than the eye can follow its course. On its journey the car spits forth flashes of light like a demon thing—light that is evoked by the hidden force that supports this wondrous super-train.

(Continued on Page 7)

## BAD LIVERS.

Not only is the Liver the largest but one of the most important organs in the human body, and when deranged it becomes the source of endless suffering. When the Liver is clogged by the inactivity of the kidneys and bowels, it becomes torpid, and fails to filter the bile from the blood, thus producing biliousness and a general impairment of the digestive system. The tongue is coated, the head aches, digestion is imperfect; there is aching of the limbs and back, feelings of fulness, weight and soreness over the stomach and liver; the eye becomes yellow and jaundiced and the complexion muddy, the urine is scanty and highly coloured, and the bowels irregular, constipation and looseness alternating. There is little use treating the liver separately, as it can never be set right until the kidneys and bowels are made active in removing the waste from the body. It is for this very reason that Dr. Morse's Indian Root Pills have always proved so wonderfully successful in curing the most chronic Liver complaint, biliousness and complicated ailments of the kidneys, liver, and bowels. They reach the liver as no other remedy does.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Blisters, Boils and Blotches, and for Female Ailments.

## DR. MORSE'S INDIAN ROOT PILLS

FOR THE LIVER

FOR SALE BY WATKINS, LTD., WHOLESALE AND RETAIL AGENTS, AND CHEMISTS AND STORES GENERALLY, AT 60 CENTS PER BOTTLE, OR WILL BE FORWARDED ON RECEIPT OF PRICE BY THE W. H. COMSTOCK CO., LTD., SOLE PROPRIETORS, 21 FARRINGTON AVENUE, LONDON, ENGLAND.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.



BY ROYAL WARRANT TO H.M. THE KING.

## The Signature.

To distinguish the original and genuine Worcestershire Sauce from the many imitations, see that the signature of Lea & Perrins appears in White across the Red label on every bottle.

No other sauce has such an exquisitely delicate flavour, or such a reputation among discriminating people in every part of the world.

*Lea & Perrins*

### Rest and Comfort

for the mother and health for the baby follow the use of the 'Allenburys' Foods. They resemble healthy human milk in composition, nutritive value and digestibility. Babies fed on the 'Allenburys' Foods invariably thrive well.

## The Allenburys' Foods

MILK FOOD No. 1 From birth to 3 months. MILK FOOD No. 2 From 3 to 6 months. MALTED FOOD No. 3 From 6 months upwards. The 'Allenburys' RUSKS (Malted) From 10 months upwards.

Pamphlet "Infant Feeding and Management" sent free.

Allen & Hanburys Ltd., 82, Peking Road, Shanghai, S.P.O. Box 122, and London, England.



"Oh! I say! It's Good!"

Cooling, refreshing and 'snappy'.

## Montserrat LIME JUICE

is the ideal Summer beverage.



## RIGAUD'S KANANGA OF JAPAN TOILET WATER

Beware of imitations.

RIGAUD & Co.

PARFUMERS 8, rue Vivienne, 8 Paris-France.

## DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA, STRAITS SETTLEMENTS, MALAY STATES, SIAM, NETHERLANDS, INDIA, BORNEO, THE PHILIPPINES, Etc.

FOR THE YEAR 1914.

To be Obtained at the Office of THE HONGKONG DAILY PRESS, or Messrs. KELLY & WALSH, LTD., Hongkong, 18th February, 1914.







## "ALWAYS SOMETHING WRONG."

A CONDITION COMMON IN THE FAR EAST.  
AND ITS REMEDY.

When you find that you no longer approach either work or pleasure with the same zest as formerly, that you are depressed and fatigued in the mornings, and that meals distasteful, the duties of the day boring and vexatious; when you feel that there is "always something wrong," not only in your surroundings but also in your physical condition, it is time to bring yourself to a sudden stop, to realize that you are facing a nervous breakdown, and that here and now, without delay, a re-building process must be commenced if a worse condition of things is to be averted.

Mr. G. G. Blanco, teacher of Spanish at the San Jose College, Manila, states:—  
"For seven months I suffered from general debility. There always seemed to be something wrong. My condition not only was a source of worry but also caused me great suffering. I had terrible headaches and acute pains due to indigestion. It became quite unusual for me to have a good night's rest. I would awaken in the mornings feeling miserable and played out."



Mr. G. G. Blanco, of Manila.

"An account of the case of another gentleman who had been cured of a similar sickness by Dr. Williams' Pink Pills which I read in my newspaper suggested to me that I should try Dr. Williams' Pink Pills. After I commenced taking them an almost immediate improvement was noticeable; in fact six bottles changed my weak condition to that of good health. So I continued the treatment until I felt positive that all sickness had been eradicated from my system. To-day I am in splendid health."

Dr. Williams' pink pills for pale people enrich the blood, and this new blood carries health, nourishment and strength to every part of the system. It is in this way that they have earned their world-wide reputation as a remedy for Anemia, Nervous troubles, Digestive Disorders, Malaria, Rheumatism, and the special ailments of ladies. Of medicine vendors everywhere and The Dr. Williams' Medicine Co., 84, South Street, Shanghai, one bottle for \$1.50, six for \$8 post free. Begin your own cure to-day with—

DR. WILLIAMS' PINK PILLS.

## NOTICES TO CONSIGNEES

S.S. "VILLE DE LA CIOTAT"  
COMPAGNIE DES MESSAGERIES  
MARITIMES

## NOTICE

CONSIGNEES of Cargo from London ex s.s. "Bague" from Palamos ex s.s. "Castille", and from Bord-aux, ex s.s. "P. Leroy Lalor", in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-NEXT requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after the 8th inst., at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 17th inst., or they will not be recognized.

All damaged packages will be examined on the 8th inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 2nd June, 1914.

## NOTICE TO CONSIGNEES

THE P. &amp; O. S. N. Co.'s Steamer

"DELTA"  
Arrived Hongkong on 4th June 1914  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where early Consignment will be sorted out Mark by Mark and delivery can be obtained as the Godowns are loaded.

This vessel brings on Cargo—  
From London, &c., ex s.s. "Moldavia".  
From Persian Gulf, ex s.s. "B. L. S. N." and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless intimation is given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

R. A. HEWETT, Superintendent.

Hongkong, 4th June, 1914.

## THE PHILIPPINE ISLANDS.

FOREIGN COMMERCE IN 1913.

From Customs returns received by the Bureau of Insular Affairs it appears that the foreign commerce of the Philippines for the calendar year 1913 fell materially below that of the high record of 1912 in both imports and exports.

Total imports amounted to \$83,312,786, being \$9,255,165 less than in 1912, but relief from the rice-famine conditions of that year was the ruling factor in this reduced total, which really indicates a fairly satisfactory trade. Large local production of rice resulted in smaller importations of this staple foodstuff in 1913 than ever before recorded during American occupation, and imports other than rice show an aggregate increase of about a million and half dollars. Increased trade is shown in cotton and in iron and steel, and imports of cotton cloths, amounting to \$8,175,363, were \$837,516 more than in 1912, while American cloths made further gains and furnished 73 per cent. of the total. In a very general increase in the various iron and steel items, sugar machinery took the lead with a value of \$1,000,465, and supplies for the reorganization of the sugar industry on a modern basis were chiefly from the United States and Hawaii. In addition to the smaller rice trade a reduction in imports of foodstuffs generally is a feature of the year's figures.

Exports amounted to \$47,772,956, and a reduction in value of \$7,011,782 reflects the continuing effect of the disastrous drought and typhoons of 1912 on the leading products of the islands. Greatly increased prices compensated in a large measure for a decline in exports of hemp from 172,311 long tons to 117,928, but the somewhat higher price of copra was a small factor against the heavily reduced production, and a decline of over 40 per cent. in the quantity marketed was attended by a loss of \$4,637,742 in export value. Exports of sugar were 154,848 long tons, against 193,992 in 1912, and were marketed at a reduced price, yielding a similar return by \$2,797,451. A sugar crop is now in process of harvesting that is confidently expected to surpass all recent records, while coconut and hemp plantations are estimated soon to resume normal production. Thus complete recovery from the double disaster of drought and storm seems indicated from the three great export staples of the islands in 1914. Declines in the export values of cigars and leaf tobacco were only nominal, but the cigar trade with the United States fell from the high-record quantity of 80 million in 1912 to 72 million, and a diminished demand was indicated in the closing months of the year.

In the distribution of the year's trade by countries, the import declines were in the Oriental rice-producing countries. Purchases from the United States were materially larger and for the first time amounted to half the total trade. Shipments to the United States amounted to one-third of the total, and the reduced proportion is chiefly to be explained by the withdrawal of the American refiner in large measure from the sugar trade, sugar shipments to the United States being but 20 per cent. of the total quantity, against 68 per cent. in 1912 and 90 per cent. in 1911. Increased export trade to China, Hongkong, and Japan is shown as the result of sugar market readjustments incident to reduced American purchases.

## THE LATE VICE-ADMIRAL STOKES.

"HARE QUALITY OF TACT"

The sudden death of Vice-Admiral R. H. Stokes, only three days after taking over the principal Irish Command, has caused profound regret. The Admiral's wealth and his sailorly bonhomie combined to render his persona gratia wherever he went, and as he had seen senior service from Nicaragua to Hongkong, his hospitable reputation was pretty well-known throughout the fleet. He possessed a rare quality of tact, which enabled him to pilot Devonport Dockyard smoothly through many threats, of labour troubles during his extended term of command, which ended in October last. His principle was never to wait for the men to begin. As soon as rumours of agitation reached his ears he would send for the leaders of the class involved and ask in his breezy manner what was the matter, and what he could do for them. That he did not lay himself out for further preferment was shown by his doing up his house in Bryanston-square "to do the land-lubber in comfort for the rest of my days," as he himself expressed it.

## CURE FOR LAZY BOYS.

Dr. Marcel Natier, at a meeting of the Paris Medical Society, gave a lecture in which he stated that he had found a cure for lazy boys. He means schoolboys, of course, who have an incorrigible aversion from study. He says that when a boy is declared an inveterate idler and a dunce by his masters he ought to be subjected to a thorough medical examination. The doctor in many cases will find a physical cause for the mental lethargy. This generally consists in an insufficient respiration or breathing, a pathological disorder to which the doctor should attend, in incomplete development of the thorax, which is followed by troubles of circulation of the blood, a general anemic condition, sluggishness in expelling urine, cerebral matter, and general intoxication and exhaustion of the grey matter of the brain. Dr. Natier has found boys of 9 who had not yet learned their alphabet, presenting these symptoms. They were generally declared lazy, but what they wanted was not the rod but medical treatment.

In such cases he prescribed a momentary suspension of study, or attendance at school and a course of gymnastic exercises in the open air. All the symptoms of the sluggish or lazy boy soon disappeared, and during the subsequent five or six years many of them got to the head of their classes, and took first prizes. The transformation was marvellous. The cure for lazy boys has been found.

"REGENT"  
VIRGINIA CIGARETTES.

IN NEAT FLAT POCKET TINS—15 CENTS A TIN.  
SAVE THE EMPTY TINS, FOR THEY CAN BE EXCHANGED FOR PICTURES.

NOW SOLD BY—

LANE, CRAWFORD & CO. KELLY & WALSH, LTD.  
KRUSE & CO. A. S. WATSON & CO., LTD.  
VICTORIA DISPENSARY.

Hongkong, 3rd June, 1914.

## JJ &amp; S

JOHN JAMESON'S WHISKY  
unqualified for favour and purity.  
Guaranteed to be  
PURE POT STILL WHISKY  
Famous for over 100 years.  
John Jameson & Son, Ltd., Dublin.  
Distillers to H.M. The King.

## SHIPPING IN PORT

## STEAMERS.

ALBANY, American str., 1,114, E. Trisbal, 31st May—Manila 28th May, Ballast.  
—Marty & Co.  
ARATONOP APCAR, British str., 2,931, W. Walker, 2nd June—Calcutta 18th May, General.—David Sassoon & Co.  
BORNEO, German str., 1,344, Joh. Koehler, 4th June—Sandakan 28th May.  
—Melchers & Co.  
DAIJIN MARU, Japanese str., 900, D. Murakami, 3rd June—Swatow 2nd June, General.—Osaka Shosen Kaisha.

DUNDEE, British str., 1,953, Logie, 1st June—Saigon 27th May, Rice and General.—Bank Line, Ltd.  
ELSBETH, German str., 900, C. Borg, 30th May—Hongay 28th May, Coal.—Jensen & Co.  
EMERSON of Asia, British str., 8,883, S. Robinson, 2nd June—Vancouver 14th May, General.—Canadian Pacific Railway Co.  
FOOSHING, British str., 1,420, J. McAnab, 3rd May—Swatow 28th May, Ballast.—Jardine, Matheson & Co.  
HAKOI, French str., 830, Le Chevalier, 2nd June—Haiphong 30th June, General.—A. R. Marty.

HEIJIN MARU, Japanese str., 1,339, Miyahara, 3rd June—Wakamatsu 28th May, Coal.—Mitsui Bussan Kaisha.

HOKAI MARU, Japanese str., 2,933, Katori, 27th May—Miike 21st May, Coal.—Mitsui Bussan Kaisha.

HSINCHANG, Chinese str., 1,258, D. D. Ross, 2nd June—Tientsin 27th May, General.—Chinese.

KRONOWAL, German str., 1,199, Petersen, 29th May—Bangkok 29th May, Rice.—Butterfield & Swire.

KWANGLOO, Chinese str., 1,463, J. McArthur, 1st June—Shanghai 28th May, General.—Chinese.

LOONGSANG, British str., 1,093, W. G. G. Leask, 2nd June—Manila 30th May, General.—Jardine, Matheson & Co.

MAOKINAW, American str., 2,007, W. J. Krebs, 31st May—Saigon 29th May, Rice.—Robert Dollar & Co.

MANOHU, American str., 3,750, A. Dixon, 29th May—San Francisco 29th April, General.—Pacific Mail S. S. Co.

MURKAY, British str., 2,953, Smart, 30th May—Balk Papan 21st May, Bulk Oil.—Asiatic Petroleum Co.

PROMETHEUS, Nor. str., 1,035, A. Jensen, 29th May—Bangkok 22nd May, Rice.—Thoresen & Co.

SAXONIA, German str., 2,782, Halfer, 3rd June—Karatsu 28th May, Coal.—Hamburg-Amerika Linie.

SEATTLE MARU, Japanese str., 3,833, S. Saitou, 3rd June—Manila 1st June, General.—Osaka Shosen Kaisha.

SERUN, Norwegian str., 865, D. Harbender, 29th May—Bangkok 22nd May, Rice.—Chinese.

SHINBU MARU, Japanese str., 3,320, Izumi, 31st May—Kwang Yen 25th May, Stone.—Samsun & Co.

TAIKO MARU, Japanese str., 14,250, T. Tamoto, 2nd June—Wakamatsu 27th May, General.—Mitsui Bussan Kaisha.

THIOPAS, Dutch str., 3,018, E. H. Kroes, 27th May—Samarang 19th May, Sugar.—Java-China-Japan Lijn.

TRIMAROK, Dutch str., 3,901, La Rooy, 29th May—Batavia 29th May, General.—Java-China-Japan Lijn.

WOSANG, British str., 1,197, J. Smith, 4th June—Shanghai 31st May, General.—Jardine, Matheson & Co.

WUHU, British str., 1,228, T. A. Howard, 28th May—Port Courbet 28th May, Coal.—Butterfield & Swire.  
YINGHOW, British str., 1,216, O. C. Williams, 3rd June—Shanghai 31st May, General.—Butterfield & Swire.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The P.M. str. *Nile* left Yokohama on the 28th May—Port Courbet 28th May, Coal.—Butterfield & Swire.  
The P.M. str. *Mongolia* left Yokohama on the 1st June, at noon, for Hongkong, via Japan ports and Manila. The United States mail has been transferred to the N.Y.K. str. *Nippon Maru* scheduled to arrive here on the 11th June.

## THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 20th May, and may be expected to arrive here on or about the 13th June.

## THE GERMAN MAIL.

The I.G.M. str. *Derfflinger*, carrying the German mails, left Colombo on the 31st May, and may be expected here on or about the 10th June.

## MERCHANT STEAMERS.

The str. *Glennard* left Singapore, on the 1st June, and is due here on the 6th June.  
The American & Oriental Line str. *Royal Prince*, from New York, having left Sabagang, is due here on or about 6th June.

The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 29th May, and is expected here on the 7th June.

The H.A.L. str. *Preussen* left Singapore on the 3rd June, p.m., and may be expected here on or about the 8th June, a.m.

The str. *Takada* left Calcutta on the 28th May, and may be expected here on or about the 14th June.

The East Asiatic Co.'s str. *Annam* left Port Said on the 21st May, and may be expected here on or about the 16th June.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 28th May, and is expected here on the 16th June.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 19th May, and is expected here on the 16th June.

The N.Y.K. str. *Hirano Maru* (European Line) left London for this port via ports on the 23rd May, and is expected here on the 30th June.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

*Onsang*, from Calcutta, is due in Hongkong 8th June.

*Hongkong*, from Calcutta, is due in Hongkong 11th June.

## SHIRE LINE, LIMITED.

*Radnorshire*, from Portland, is due in Hongkong 30th June.

*Monmouthshire*, from London, is due in Hongkong 23rd June.

## PASSED THE CANAL.

May 8th—*Nere, Pelus, Teian, Valencia, Patricia*.

May 12th—*Glennard, St. Patrick, St. Kilda*.

May 15th—*Atholl, Helenus, Yangtze, Preussen*.

May 19th—*Derfflinger, St. Ann, Annam*.

May 22nd—*Chili, Hyson, Iyo Maru, Kuzemba, Pelung*.

May 28th—*Bloemfontein, Menelaus, Perseus, Polyhemus, Silecia, Merionethshire*.

May 29th—*Ajax, Himalaya, Syria, Yaddo, Atreus, Paul Lecat*.

June 2nd—*Benarty, Benvarich, Karemd, Nubia, Yunnan*.

## UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong—

| ADDRESS                                                 | FROM            |
|---------------------------------------------------------|-----------------|
| Armel Miranda                                           | Ubarab          |
| Bradley (Net B. & Co.)                                  | London          |
| Charles                                                 | Shanghai        |
| Cruick                                                  | New York        |
| Easton Banque                                           | Hai Phong       |
| Hongtai                                                 | Singapore       |
| Hong Mow Stanley St.                                    | Macao           |
| Jameson, Fels                                           | Seattle         |
| Karabachian o/o Leoyoon, Second Story, 10, Queen's Road |                 |
| Central                                                 | Penang          |
| Kolgate                                                 | Shanghai        |
| Kwongmanwoo                                             | Singapore       |
| Leonghinam                                              | Penang          |
| Manwah                                                  | Medan           |
| Mauingchan                                              | Seochow         |
| Peasman, King Edward Hotel                              | Shanghai        |
| Pratt Crowhill                                          | London          |
| Shoon Jun                                               | London          |
| Smith, Kingclere                                        | Keelung         |
| Views                                                   |                 |
| Weekes                                                  | Singapore       |
| Wong Hong Hing Road, 17                                 | Macao           |
| Wongyuan, Wellington, 102                               | Buenos Aires    |
| Yonglamfoon, o/o Chop Tong                              |                 |
| Yuen                                                    | Singapore       |
| Yueten                                                  | Vancouver, B.C. |

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong—

| ADDRESS                     | FROM                 |
|-----------------------------|----------------------|
| Baringyoko                  | Wakamatsu [Chikuzen] |
| Kuelong, 20, Des Voeux Road |                      |
| West                        | Yokohama             |

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

| NAME        | TYPE                        | ARMAMENT                                                                             |
|-------------|-----------------------------|--------------------------------------------------------------------------------------|
| Alacorty    | despatch boat               | 1,700 tons, 4 guns, 300 i.h.p., Comdr. A. Cochrane, Kobe, Weihaiwei.                 |
| Atlas       | admiralty tug               | 615 tons, 1,400 i.h.p., Hongkong.                                                    |
| Beagle      | gunboat                     | 710 tons, 900 i.h.p., Lt. Comdr. V. B. Brandon, Hongkong.                            |
| Britomart   | gunboat                     | 710 tons, 900 h.p., Lieut. Comdr. P. B. Preston-Thomas, Yangtze.                     |
| Calamus     | British sloop               | 1,070 tons, i.h.p., 1,400 i.d., Captain M. S. Fitzmaurice, Yangtze.                  |
| Cherub      | water tank and tug          | 390 tons, 340 i.h.p., Hongkong.                                                      |
| Clio        | British sloop               | 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Yangtze.                                 |
| Colne       | T.B.D.                      | 550 tons, guns 4-12 pr., i.h.p., 7,500 i.d., Lieut. Comdr. C. Seymour, Weihaiwei.    |
| Chalmer     | T.B.D.                      | 550 tons, guns 4-12 pr., i.h.p., 7,500 i.d., Lieut. Comdr. E. England, Weihaiwei.    |
| Fame        | T.B.D.                      | 550 tons, guns 4-12 pr., i.h.p., 7,500 i.d., Lieut. Comdr. O. M. Blackman, Hongkong. |
| Hampshire   | 10,850 tons                 | 21,000 i.d., 14 guns, Captain H. W. Grant, Weihaiwei.                                |
| Jed         | T.B.D.                      | 550 tons, guns 4-12 pr., i.h.p., 7,500 i.d., Lieut. G. F. A. Mulock, Weihaiwei.      |
| Kinsale     | 616 tons                    | 1,200 i.h.p., Lieut. Comdr. H. Murray, Yangtze.                                      |
| Merlin      | surveying ship              | 1,070 tons, 6 guns, 1,400 i.h.p., Lieut. E. J. B. Gibson, Labuan.                    |
| Minotaur    | armoured cruiser (flagship) | Vice-Admiral T. H. Jerram, K.C.B., 27,000 i.h.p., Capt. E. B. Kiddle, Weihaiwei.     |
| Moorehen    | river gunboat               | 180 tons, 2 guns, 800 i.h.p., Lt. Comdr. Alan Dixon, W. River.                       |
| Newcastle   | 2nd class cruiser           | 4,800 tons, turbine, 23,000 i.d., Capt. F. A. Powlett, Weihaiwei.                    |
| Nightingale | river gunboat               | 85 tons, 240 h.p., Lieut. Comdr. Malcolm Murray, Yangtze.                            |
| Kenner      | T.B.D.                      | 550 tons, 4 guns, 12 pr. i.h.p., 7,500 i.d., Lieut. F. A. H. Russell, Weihaiwei.     |
| Bibbie      | T.F.D.                      | 590 tons, 7,500 i.d., 6 guns, Lieut. Comdr. Wilkinson, Weihaiwei.                    |
| Robin       | river gunboat               | 85 tons, guns 240 h.p., Lt. Comdr. J. Fleetwood-Nash, Hongkong.                      |
| Rosario     | depot ship to submarine     | 980 tons, 1,400 i.h.p., Lieut. Comdr. F. A. Cromie, Hongkong.                        |
| Sandpiper   | river gunboat               | 85 tons, 2 guns, 2,400 h.p., Lieut. Comdr. L. A. S. Hutton, West River.              |
| Snipe       | river gunboat               | 85 tons, 2 guns, 240 h.p., Lt. Comdr. M. R. J. Maxwell-Leitch, Yangtze.              |
| Tammy       | receiving ship              | 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.                       |
| Ted         | river gunboat               | 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. S. P. B. Russell, Yangtze.               |
| Thistle     | gunboat                     | 710 tons, 900 h.p., Lt. Comdr. G. F. L. Page, Cruising.                              |
| Triumph     | battleship                  | 11,885 tons, 12,500 h.p., A. Comdr. A. S. Sussmann, Hongkong.                        |
| Oak         | T.B.D.                      | 590 tons, 7,500 i.d., 6 guns, Lieut. Comdr. Maxwell, Weihaiwei.                      |
| Welland     | T.B.D.                      | 590 tons, 7,500 i.d., 6 guns, Comdr. Polignaud, Hongkong.                            |
| Widgeon     | gunboat                     | 195 tons, 2 guns, 300 h.p., Lieut. Comdr. A. J. Landon, Yangtze.                     |
| Woodcock    | gunboat                     | 150 tons, 2 guns, 550 h.p., Lt. Comdr. M. R. B. Blackwood, Yangtze.                  |
| Woodlark    | gunboat                     | 150 tons, 2 guns, 550 h.p., Lt. Comdr. Robin W. Lloyd, Yangtze.                      |
| Yarmouth    | 2nd class cruiser           | 4,800 tons, Capt. H. L. Cochrane, Weihaiwei.                                         |

Submarines—  
C. 36, D. J. McMillan, Lieut.  
C. 37, J. A. Gimes, Lieut.  
C. 38, R. K. C. Pope, Lieut.

T.B. 035, Lieut. Handley  
T.B. 036, Lieut. Barton  
T.B. 037, Lieut. Wyndham Quire  
T.B. 038, Lieut. Seymour

Chinese Daily Press  
Established for over FIFTY YEARS  
Circulates largely throughout Southern China  
Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

## WEATHER REPORT.

On the 5th at 11.5 a.m.—Pressure has decreased slightly along the coast from Shanghai to Tientsin and over N. Luzon.

A depression appears to have formed in the China Sea between Pratas and N. Luzon. Its direction of motion is at present unknown. There is no indication of its approaching Hongkong, however.

A depression lies over Tongking.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.90 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

|                                                        |                             |
|--------------------------------------------------------|-----------------------------|
| Hongkong & Neighbourhood                               | derate cloudy<br>some rain. |
| Formosa Channel                                        | N.E. winds,<br>freshening.  |
| South coast of China between<br>Hongkong and Lamooks.  | {The same as<br>No. 1.      |
| South coast of China between<br>Hongkong and Hainan... | {The same as<br>No. 1.      |







## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

|                                                   |        |
|---------------------------------------------------|--------|
| Single Fare by Night Steamer                      | \$6.00 |
| Return (available also for return by day steamer) | 10.00  |
| Single Fare by Day Steamer                        | 4.00   |
| Return                                            | 8.00   |

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

### HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 6TH JUNE, 1914.

8 a.m. HONAN. 8 a.m. HEUNGSHAN.

10 p.m. PATSHAN. 4 p.m. HONAN.

### HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,851. S.S. TAISHAN, Tons 2,006.

#### HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

#### MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 7TH JUNE, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

### CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. SAI NAM, 588 tons, and S.S. MANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SARUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier.

## MESSAGERIES MARITIMES.

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

#### OUTWARD

| FOR                     | STEAMER       | TO SAIL       |
|-------------------------|---------------|---------------|
| SHANGHAI, KOBE AND CHIL | On 15th June. |               |
| YOKOHAMA                | ATLANTIQUE    | On 29th June. |

#### HOMEWARD

| FROM                 | STEAMER   | TO SAIL                 |
|----------------------|-----------|-------------------------|
| MARSEILLES VIA PORTS | POLYNESIE | On 16th June, at 1 p.m. |
|                      | V. CIOTAT | On 30th June, at 1 p.m. |

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here. For further particulars apply to

P. THOMAS, AGENT, QUEEN'S BUILDING.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

#### PROPOSED SAILINGS:

| FROM HONGKONG: | STEAMER     | TO SAIL    |
|----------------|-------------|------------|
| 24th June.     | "KATHIAWAR" | 17th July. |

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

#### PROPOSED SAILING

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

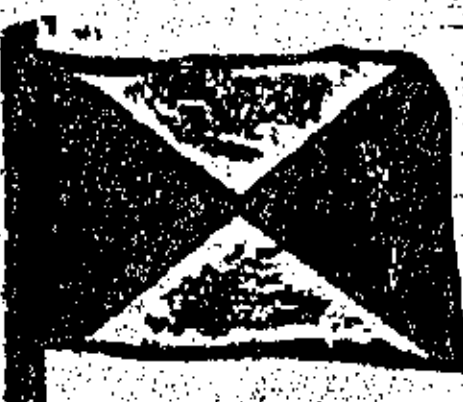
Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

## PHILIPPINES S.S. CO.



| STEAMSHIP | TONS | CAPTAIN        | FOR                               | SAILING DATE         |
|-----------|------|----------------|-----------------------------------|----------------------|
| ZAFIRO    | 4000 | F. S. McMurray | Manila, Mangarin, Cebu and Iloilo | On 11th June, 4 p.m. |
| RUBI      | 4000 | J. Miller      | Manila, Mangarin, Cebu and Iloilo | On 20th June, 4 p.m. |

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD. Electric Light, Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, Hongkong, 3rd June 1914.

## PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 11000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MANCHURIA ..... Sailing SATURDAY, 6th June, at 1 p.m.

NILE (via Manila) ..... TUESDAY, 16th June, at Noon.

MONGOLIA ..... FRIDAY, 26th June, at 1 p.m.

PERSIA (via Manila) ..... SATURDAY, 11th July, at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moran, the world-renowned caterer. Large state-rooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, water swimming, etc. Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, etc., apply to

R. C. MORTON, AGENT,

KING'S BUILDINGS.

TEL. No. 141.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

### TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

### FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| Steamer        | Captain      | Leaving                       |
|----------------|--------------|-------------------------------|
| "SEATTLE MARU" | T. Sato      | THURSDAY, 11th June, at Noon. |
| "MEXICO MARU"  | N. Kobayashi | WED'Y, 24th June, at Noon.    |
| "CHICAGO MARU" | H. Goto      | THURSDAY, 24th July, at Noon. |
| "CANADA MARU"  | H. Yamamoto  | WED'Y, 2nd Aug., at Noon.     |
| "TACOMA MARU"  | T. Hamada    | THURSDAY, 6th Aug., at Noon.  |
| "PANAMA MARU"  | J. Kishi     | WED'Y, 19th Aug., at Noon.    |

Calling at KIELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA. Calling at MOJI, KORE, YOKKAICHI and YOKOHAMA. These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parola. Special attention given toward Express connection.

### JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

| Steamer      | Captain      | Leaving                  |
|--------------|--------------|--------------------------|
| "LUZON MARU" | T. Miyata    | MONDAY, 8th June, A.M.   |
| "JAYA MARU"  | D. Fuchigami | MONDAY, 6th July, A.M.   |
| "INDO MARU"  | K. Komiya    | THURSDAY, 13th Aug. A.M. |

### CHINA AND FORMOSA LINE.

FOR FOOSHOW VIA SWATOW AND AMOY.

| Steamer      | Captain     | Leaving |
|--------------|-------------|---------|
| "KAIJO MARU" | Y. Yamamoto | Leaving |

FOR TAMSUI VIA SWATOW AND AMOY.

| Steamer      | Captain     | Leaving                     |
|--------------|-------------|-----------------------------|
| "DALIN MARU" | K. Murakami | SUNDAY, 7th June, at Noon.  |
| "DAIGI MARU" | S. Tokunaga | SUNDAY, 14th June, at Noon. |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer      | Captain    | Leaving                      |
|--------------|------------|------------------------------|
| "BOSHU MARU" | K. Hattori | WED'Y, 10th June, at 10 A.M. |

FOR CANTON.

| Steamer      | Captain    | Leaving                       |
|--------------|------------|-------------------------------|
| "BOSHU MARU" | K. Hattori | SATURDAY, 6th June, at 4 p.m. |

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER,

Second Floor No. 1 Queen's Building.

## HAMBURG - AMERIKA LINE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO.

To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

#### NEXT SAILINGS FROM HONGKONG:

| For                                           | STEAMSHIP         | To SAIL    |
|-----------------------------------------------|-------------------|------------|
| SHANGHAI, KOBE and YOKOHAMA                   | "PREUSSEN"        | 9th June.  |
| " "                                           | "SILESIA"         | 18th June. |
| " "                                           | "C. FRED. LARSEN" | 3rd July.  |
| " "                                           | "GENEGAMBIA"      | 17th July. |
| " "                                           | "SCANDIA"         | 27th July. |
| " "                                           | "ALEXIA"          | 14th Aug.  |
| VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.) | "SAXONIA"         | 10th June. |
| " "                                           | "ANDALUSIA"       | 4th Aug.   |
| " "                                           | "SITHONIA"        | 9th Sept.  |

| For                                 | STEAMSHIP     | To SAIL    |
|-------------------------------------|---------------|------------|
| HAVRE, ROTTERDAM, HAMBURG & ANTWERP | "WUERTEMBERG" | 20th June. |
| BREMEN & ANTWERP                    | "SUEDEMARK"   | 6th July.  |
| MARSEILLES, HAVRE, EMDEN & HAMBURG  | "SEGROVIA"    | 6th July.  |
| ROTTERDAM, HAMBURG & ANTWERP        | "GOLDENFELS"  | 13th July. |
| HAVRE, BREMEN & HAMBURG             | "PREUSSEN"    | 18th July. |
| ROTTERDAM & HAMBURG                 | "EMDEN"       | 20th July. |
| HAVRE, EMDEN & HAMBURG              | "SILESIA"     | 23rd July. |
| HAVRE & HAMBURG                     | "MARKOMANNIA" | 5th Aug.   |
| GEN. A. DUNKER & HAMBURG            | "FRISIA"      | 10th Aug.  |

For Further Particulars, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer | Steamers | Leave    | Leave    | Connecting Steamer    | Due at     | Due at                        |
|--------------------|----------|----------|----------|-----------------------|------------|-------------------------------|
| "ORIENTAL"         | to       | SHANGHAI | HONGKONG | from COLOMBO          | MARSEILLES | PLYMOUTH (London 1 day later) |
| Leave              | Leave    | Leave    | Leave    | Leave                 | Leave      | Leave                         |
| YOKOHAMA           | COLOMBO  | HAI      | KONG     | MARSEILLES and LONDON | LRS        | LRS                           |
| p.m.               |          | 6 p.m.   | Noon.    |                       |            |                               |
| Thurs.             |          | Tues.    | Satur.   |                       |            |                               |
| May 28             | DEVANHA  | June 2   | June 6   | MAJOJA                | Saturday   | Friday                        |
| June 11            | DELTA    | June 16  | June 20  | MARMORA               | July 4     | July 10                       |
| June 25            | HIMALAYA | June 30  | July 4   | MOLDAVIA              | July 18    | July 24                       |
| July 9             | ASSAYE   | July 14  | July 18  | MEDINA                | Aug. 1     | Aug. 7                        |
| July 23            | DEVANHA  | July 28  | Aug. 1   | MONGOLIA              | Aug. 15    | Aug. 21                       |
| Aug. 6             | DELTA    | Aug. 11  | Aug. 15  | EGYPT                 | Aug. 29    | Sept. 4                       |
| Aug. 20            | HIMALAYA | Aug. 25  | Aug. 29  | MALWA                 | Sept. 12   | Sept. 18                      |
| Sept. 3            | ARCADIA  | Sept. 8  | Sept. 12 | MOREA                 | Sept. 26   | Oct. 2                        |
| Sept. 17           | ASSAYE   | Sept. 22 | Sept. 26 | MAJOJA                | Oct. 10    | Oct. 16                       |
| Oct. 1             | DEVANHA  | Oct. 6   | Oct. 10  | MOOLTAN               | Oct. 23    | Oct. 29                       |
|                    |          |          |          |                       | Nov. 6     | Nov. 12                       |

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

#### FARES:

The Fares to London and Marseilles are as follows:—

|        | 1st Saloon | 2nd Saloon | Accommodation | Single | Return |
|--------|------------|------------|---------------|--------|--------|
| LONDON | "A"        | "B"        | "A"           | "B"    | "A"    |
|        | \$55.      | \$45.      | \$55.         | \$45.  | \$97.  |
|        | \$59.      | \$49.      | \$59.         | \$49.  | \$99.  |
|        | \$64.      | \$54.      | \$64.         | \$54.  | \$106. |
|        | \$69.      | \$59.      | \$69.         | \$59.  | \$113. |

|            | 1st Saloon | 2nd Saloon | Accommodation | Single | Return |
|------------|------------|------------|---------------|--------|--------|
| MARSEILLES | "A"        | "B"        | "A"           | "B"    | "A"    |
|            | \$51.      | \$41.      | \$51.         | \$41.  | \$91.  |
|            | \$55.      | \$45.      | \$55.         | \$45.  | \$95.  |
|            | \$60.      | \$50.      | \$60.         | \$50.  | \$100. |
|            | \$65.      | \$55.      | \$65.         | \$55.  | \$105. |

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES PROPOSED SAILINGS:

| STEAMERS | Leave    | Leave    | Leave    | Leave     | Due at     | Due at   |
|----------|----------|----------|----------|-----------|------------|----------|
|          | YOKOHAMA | SHANGHAI | HONGKONG | PORT SAID | MARSEILLES | LONDON   |
| NOVARA   | about    | about    | about    | about     | about      | about    |
| NELORE   | May 26   | June 4   | June 10  | June 16   | July 14    | July 24  |
| KHYBER   | June 9   | June 18  | June 24  | June 30   | July 28    | Aug. 7   |
| NAGOYA   | June 23  | July 2   | July 8   | July 14   | Aug. 11    | Aug. 21  |
| SELA     | July 7   | July 16  | July 22  | July 28   | Aug. 26    | Sept. 6  |
| SELA     | July 21  | July 30  | Aug. 5   | Aug. 11   | Sept. 9    | Sept. 20 |
| NILE     | Aug. 4   | Aug. 13  | Aug. 19  | Aug. 25   | Sept. 23   | Oct. 3   |
| MALTA    | Aug. 18  | Aug. 27  | Sept. 2  | Sept. 8   | Oct. 7     | Oct. 18  |
| SABDINIA | Sept. 1  | Sept. 10 | Sept. 16 | Sept. 22  | Oct. 21    | Nov. 1   |
| NUBIA    | Sept. 15 | Sept. 24 | Sept. 30 | Oct. 6    | Nov. 4     | Nov. 15  |
| NAMUR    | Sept. 29 | Oct. 8   | Oct. 14  | Oct. 20   | Nov. 18    | Nov. 22  |

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO. FARES TO LONDON:

| 1st Saloon | 2nd Saloon | Accommodation | Single | Return |
|------------|------------|---------------|--------|--------|
| \$50       | \$40       | \$50          | \$40   | \$90   |
| \$54       | \$44       | \$54          | \$44   | \$94   |
| \$59       | \$49       | \$59          | \$49   | \$99   |
| \$64       | \$54       | \$64          | \$54   | \$104  |

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10% For Further Particulars, apply to—

F. A. HEWETT,

SUPPLEMENT.

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS AND DISPATCHMENT TONS SAILING DATES

| DESTINATIONS                                                                       | STEAMERS     | AND DISPATCHMENT      | TONS   | SAILING DATES           |
|------------------------------------------------------------------------------------|--------------|-----------------------|--------|-------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | HITACHI MARU | Capt. T. Sato, 12,500 | 12,500 | WED'Y, 17th June, at 10 |



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR                                                                          | STEAMERS | TO SAIL         | REMARKS              |
|------------------------------------------------------------------------------|----------|-----------------|----------------------|
| LONDON VIA USUAL PORTS                                                       | DEVANHA  | 10th June       | See Special of Call  |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES | NOVARA   | About 10th June | Freight and Passage. |
| SHANGHAI, MOJI, KOBE, and YOKOHAMA                                           | NOVARA   | 14th June       | Freight and Passage. |
| SHANGHAI                                                                     | HIMALAYA | About 18th June | Freight and Passage. |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWITT,  
Superintendent.

Hongkong, 6th June, 1914

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR                             | STEAMERS  | TO SAIL               |
|---------------------------------|-----------|-----------------------|
| SWATOW, AMOY, NINGPO & SHANGHAI | WUHU      | On 6th June, 4 P.M.   |
| SHANGHAI and TSINGTAU           | YINGCHOW  | On 6th June, 4 P.M.   |
| MANILA, CEBU and ILOILO         | TEAN      | On 9th June, 4 P.M.   |
| SHANGHAI                        | SHAOHSING | On 9th June, 4 P.M.   |
| HONGKONG and HAIPHONG           | KAIFONG   | On 10th June, 10 A.M. |
| SHANGHAI                        | ANHUI     | On 11th June, 4 P.M.  |
| SHANGHAI and TSINGTAU           | KANCHOW   | On 13th June, 4 P.M.  |
| MANILA, CEBU and ILOILO         | CHINHUA   | On 16th June, 4 P.M.  |
| WEIHAIWEI and TIENTSIN          | HUICHOW   | On 17th June, Noon.   |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI AND TSINGTAU LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,  
Hongkong, 6th June, 1914. TELEPHONE 36. AGENTS.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

| STEAMER    | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ST. ALBANS | 13th June                      | On 19th June, 10 A.M.        |
| EASTERN    | 4th July                       | On 10th July, 10 A.M.        |
| ALPINE     | 1st August                     | On 31st July, 10 A.M.        |
| EMPER      |                                | On 28th Aug. 10 A.M.         |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN             | LEAVING                       |
|-----------|---------------------|-------------------------------|
| "HAIYAN"  | Capt. A. H. Howard  | TUESDAY, 9th June, at 11 A.M. |
| "HAIYANG" | Capt. A. E. Hodgins | FRIDAY, 12th June, at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 5 Days).

| STEAMSHIP | CAPTAIN        | LEAVING                          |
|-----------|----------------|----------------------------------|
| "HAIMUN"  | Capt. J. Evans | SUNDAY, 7th June, at 11 A.M.     |
|           |                | WEDNESDAY, 10th June, at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 5th June, 1914.

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
VIA STRAITS, COLOMBO, ADEN, SUME AND PORT SAID.  
S.S. "AFRICA," 8,740 tons, will leave as above on 15th June, at 3 P.M.  
Superior accommodation for 1st and 2nd class passengers; no surtax, no tips, no female Cabin, Doctor, Superior Stewards, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 4th 1st, £36 2nd, £19 3rd Class.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) FRANK and VENICE  
VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, K. ZACH, ADEN, SUME AND PORT SAID.  
S.S. "E.F. FERDINAND," 12,000 tons, will leave as above about 7th July.

These Steamers of large tonnage are fitted with comfortable and class accommodation for passengers.  
Passengers: No Surtax. Doctor, Stewards, Wireless Telegraphy.  
Cargo taken at through rates to all ports in Africa, Levant, Black Sea & Danube, also North & South America.

FARES: Hongkong-Trieste (Venice) £43.  
RAILWAY FARES: Trieste-London.

BY SIMPSON EXPRESS:  
Via Venice, Milan, Simplon, Le Mans, Paris, Calais or Boulogne, Class 1 £23.15, II £23.15,  
III £11.30 (CHAMBER EXPRESS).  
Via Venice, Milan, St. Gotthard, Lugano, Bielefeld, Bonn, Cologne, Class 1 £23.15, II £23.15,  
III £11.30 (SIMPSON EXPRESS).  
Via Venice, Cologne, Brussels, Ostend, Dover, Class 1 £23.15, II £23.15,  
III £11.30 (SIMPSON EXPRESS).  
Via Munich, Cologne, Hook or Flushing, Class 1 £17.98, II £16.18.

TO SHANGHAI.  
S.S. "KOEKBER," 9,900 tons, will leave as above on 1st July, at 8 A.M.  
FARES: Hongkong-Shanghai, 25 1st, £24 2nd, £23 3rd Class.  
TO KOBE VIA SHANGHAI YOKOHAMA.  
S.S. "SILESIA," 13,950 tons, (for Cargo only) will leave as above about 2nd July.

SANDER WIELEB &amp; Co., AGENTS.

Hongkong, 3rd June, 1914.

# TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

| Steamer       | Displacement Tons and Speed | Leave Hongkong      |
|---------------|-----------------------------|---------------------|
| TENYO MARU    | 22,000—21 knots             | TUES., 16th June.   |
| * NIPPON MARU | 11,000—18 knots             | TUESDAY, 23rd June. |
| SHINYO MARU   | 22,000—21 knots             | TUES., 14th July.   |
| CHIYO MARU    | 22,000—21 knots             | TUES., 4th Aug.     |

\* Via Manila omitting Shanghai.

|                         |                                    |
|-------------------------|------------------------------------|
| FIRST CLASS TO LONDON   | £71.10.....RETURN (6 MONTHS) £120. |
| FIRST CLASS TO NEW YORK | £60. .... " " " £96.10.            |
| " " " SAN FRANCISCO     | £45. .... " " " £68.               |

## SPECIAL SUMMER RATES TO JAPAN.

|          |        |          |
|----------|--------|----------|
| NAGASAKI | KOBE   | YOKOHAMA |
| \$120.   | \$135. | \$150.   |

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,  
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDIAN ROUTE TO BUENOS AIRES.

| Steamer   | Displacement Tons and Speed | Sails                   |
|-----------|-----------------------------|-------------------------|
| ANYO MARU | 18,500—15 knots             | from NAGASAKI 2nd July. |

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,  
King's Building.

TELEPHONE 291.

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## BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 8th June.

S.S. "TAKADA," 6,800 tons, Captain J. R. O'Sullivan, will be despatched for KOBE and MOJI on 20th June.

WESTWARD

S.S. "DUNERA," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 9th June.

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched as above on 14th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
AGENTS.

Hongkong, 5th June, 1914

## "HONGKONG DAILY PRESS" PUBLICATIONS.

|                                                                                                                                                           |             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| DIRECTORY AND CHRONICLE OF THE FAR EAST                                                                                                                   | \$10.00     |
| Do. Do. Smaller Edition                                                                                                                                   | 6.00        |
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| " " KOWLOON                                                                                                                                               | 0.75        |
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| POWER OF ATTORNEY FORM                                                                                                                                    | 0.25        |
| MAIL TABLES for 1914                                                                                                                                      | 0.80 & 0.25 |

## GRACA & CO.

PENNOR 35 (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &amp;c.

JUST RECEIVED:

POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 20th March, 1914. [583]

## SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pipe Fitters and Foundry Caste Importers, General Storekeepers and Shipchandlers, Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).

Telephone No. 515.

# IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL

|                                                                             |                                               |                                  |
|-----------------------------------------------------------------------------|-----------------------------------------------|----------------------------------|
| NAPLES, GENOA, ALGIERE, GIBRALTAR, LISBON, SOUTH-AMPTON, ANTWERP and BREMER | "PRINZ LUDWIG," Capt. F. von Bismarck, 19,300 | {Wed. day, 10th June, at 10 A.M. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA                                       | "DERFFLINGER," Capt. F. Prosen, 17,000        | {About Thursday, 11th June.      |
| MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE              | "COLENZ," Capt. H. Schmitt, 6,750             | {Saturday, 13th June, at 1 A.M.  |
| KOBE                                                                        | "PRINZ SIGISMUND," Capt. A. Hertzog, 6,000    | {About Tuesday, 23rd June.       |
| JESSELTON, KUDAT and SANDAKAN                                               | "BORNEO," Capt. J. Koshler, 5,000             | {Friday, 12th June, at 9 A.M.    |

All the Steamers of the Imperial German Line are fitted with Wireless Telegraphic

New System of Telefunken.

## RATES INCLUSIVE OF SUR-TAX. FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

| OUTWARD.                  | HOMEWARD.                                                                     |
|---------------------------|-------------------------------------------------------------------------------|
| Steamship about           |                                                                               |
| "DURENDART" ... 8th June. | FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "BORKUM" about End of June.          |
|                           | FOR MADRILLES, ROTTERDAM AND BREMER/HAMBURG: S.S. "AUTAIR" Beginning of July. |
|                           | FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "DURENDART" Middle of July.          |

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.  
MELCHERS & CO..

GENERAL AGENTS.

Hongkong, 20th April, 1914.

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## VISITORS AT HOTELS

HONGKONG HOTEL.

|                             |                              |
|-----------------------------|------------------------------|
| Mr. E. S. Abraham           | Mr. B. A. Handy              |
| Mr. L. Adler                | Mr. E. S. Hardy              |
| Mr. & Mrs. S. W. Bacon      | Mr. W. A. Hamanah            |
| Mr. A. Baia                 | Mr. A. Heise                 |
| Mr. R. W. Baker             | Mr. & Mrs. A. Heise          |
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| Mr. L. Beckingale           | c.m.g.                       |
| Mr. C. D. J. Bell           | Mr. H. V. Hobbs              |
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| Mr. J. Blode                | Capt. W. J. Kent             |
| Mr. M. Brown                | Mr. M. Kruger                |
| Mr. A. A. Dargy             | Mr. Lambart                  |
| Mr. A. J. Cambridge         | Mr. E. B. Lambert            |
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| Mr. F. D. Cheshire          | Mr. F. Lobel                 |
| Mr. W. E. Clayton           | Mr. W. Logan                 |
| Dr. A. L. E. P.             | Dr. & Mrs. H. Macfarlane     |
| Coleman                     | Miss M. Matheson             |
| Mr. C. A. Cooke             | Mr. E. T. Matheson           |
| Mr. & Mrs. F. L. Croe       | Dr. O. Marriott              |
| Mr. & Mrs. C. H. Cruikshank | Mr. B. K. Mehta              |
| Mr. G. P. Curry             | Mr. B. K. Mehta              |
| Mr. & Mrs. W. J. Davies     | Mr. B. K. Mehta              |
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| Mr. A. Debrunor             | Mr. G. S. Middleton          |
| Mr. W. H. Dewey             | Mr. N. S. Milkowski          |
| Mr. F. A. Diekhoff          | Dr. & Mrs. W. H. A. Moore    |
| Mr. & Mrs. V. A. Dodge      | Mr. Dias Newton              |
| and child                   | Miss G. O'Leary              |
| Mr. Donenberg               | Mr. H. Olsen                 |
| Mr. D. S. S. Douglas        | Mr. A. F. Pfitner            |
| Miss M. E. Dunfy            | Mr. A. B. Farvis             |
| Dr. F. C. Engelhorn         | Mr. E. H. Bay                |
| Mr. E. Easton               | Mr. E. H. Bay                |
| Mr. & Mrs. H. C. Edwards    | Dr. M. Reinhardt             |
| Mr. Wallace A. Farley       | Mr. A. Scherer               |
| Mr. H. Fehr                 | Mr. W. Schlumber             |
| Mr. & Mrs. E. B. Follett    | Mr. Seddon                   |
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| Miss Katherine Gartland     | Mr. & Mrs. F. W. Shepherdson |
| Mr. J. Gibb                 | Mr. F. Smyth                 |
| Mr. J. A. Goss              | Mr. A. B. Sorenson           |
| Mr. & Mrs. J. Gould         | Mr. H. B. Swaffield          |
| Mr. & Mrs. J. W. Greene     | Miss A. Square               |
| Mr. P. O. de Grisogono      | Dr. Herbert To               |
| Capt. T. P. Hall            | Mr. E. M. Toca               |
| Mr. & Mrs. E. S. S. Hardy   | Capt. H. A. Walker           |
|                             | Mr. F. W. White              |
|                             | Mr. G. Williams              |
|                             | Mr. & Mrs. F. Winkler        |
|                             | Mr. H. E. Wolf               |
|                             | Mr. G. G. Wood               |

GRAND HOTEL.

|                    |                     |
|--------------------|---------------------|
| Mr. & Mrs. Allan   | Mr. W. Heikel       |
| Mr. Ballance       | Mr. Hooper          |
| Mr. Barker         | Mr. Karfensen       |
| Mr. J. Barker      | Dr. Kay             |
| Mr. Barr           | Mr. F. W. Kirchmann |
| Miss B. B. B.      | Mr. & Mrs. Langham  |
| Mr. H. Roberts     | Mr. Housy Lons      |
| Mr. C. Bout        | Mr. G. G. Logan     |
| Mr. Thos. E. Brown | Mr. S. Martin       |
| Mr. F. M. Berry    | Mr. G. E. Mastand   |
| Miss Cutting       | Mr. & Mrs. Stahl    |
| Miss Dunbar        | Mr. Stall           |
| Mr. Frank          | Mr. H. Weiermann    |
| Mr. Furdent        | Admiral Wilken      |
| Mr. M. Gumbly      | Dr. Wilson          |
| Mr. Becker Harry   | Mr. M. Whitman      |

KING EDWARD HOTEL.

|                            |                         |
|----------------------------|-------------------------|
| Mr. B. C. Adams            | Mr. W. Korats           |
| Mr. J. Arnold              | Mr. & Mrs. W. D. Kraft  |
| Mr. & Mrs. C. Bidwell      | Mr. & Mrs. C. Lauritzen |
| Dr. B. B. B.               | Dr. Lippert             |
| Mr. W. Bulge               | Capt. & Mrs. Macomson   |
| Mr. H. Batts               | Mr. C. F. Maltley       |
| Mr. H. Clegg               | Miss Masey              |
| Mr. A. E. Cocks            | Mr. E. A. Miller        |
| Mr. E. W. Cox              | Mr. H. Murphy           |
| Dr. A. H. Damsie           | Mr. A. P. Nobbs         |
| Mr. W. A. Donaldson        | Mr. W. Oudenhoran       |
| Mr. Drummond               | Capt. & Mrs. W. O.      |
| Mr. M. Duffy               | Passmore                |
| Mr. F. W. Ewer             | Mr. W. T. Puddappa      |
| Mr. Fuy                    | Dr. Sibree              |
| Capt. & Mrs. W. L. Gardner | Mr. H. S. Soper         |
| Mr. S. Ghesel              | Mr. G. A. Tonker        |
| Mr. S. Gike                | Dr. K. Walther          |
| Dr. Glass                  | Mr. H. Watson           |
| Mr. A. R. Hagar            | Mr. H. Watson           |
| Mr. P. C. Hall             | Mr. H. Westphal         |
| Mr. J. E. Hargreaves       | Mr. L. M. Wayne         |
| Mr. H. O. Hayner           | Mr. & Mrs. Chas. H.     |
| Mr. O. Hecht               | Williams                |
| Mr. E. James               | Mr. J. Wilson           |
| Mr. J. Joseph              | Mr. Li Cheong Yem       |

PEAK HOTEL.

|                                       |                                               |
|---------------------------------------|-----------------------------------------------|
| Mr. T. Arnold                         | Miss Humphreys                                |
| Lieut. Archer, R.A.M.C.               | Lt.-Col. H. W. Lee,                           |
| Mr. & Mrs. W. Arm-<br>strong          | R.O.A.                                        |
| Mr. F. H. Baker                       | Capt. & Mrs. Ivons                            |
| Mr. & Mrs. W. H.<br>Ball and children | Mr. Lee Jones                                 |
| Mr. Beard                             | Mr. & Mrs. A. Kohler                          |
| Major & Mrs. Bowen                    | Mr. & Mrs. Koch                               |
| Mr. B. B. B.                          | Dr. McKean                                    |
| Mr. & Mrs. A. Bryson<br>and children  | Maj. & Mrs. McMunn                            |
| Mr. & Mrs. Carmichael                 | children                                      |
| Mr. M. Cary                           | Mr. & Mrs. E. N.<br>Mitchelson and<br>child   |
| Mr. Caselli                           | Capt. McNeill, R.A.M.C.                       |
| Mr. Couland                           | Mr. Nixon                                     |
| Major Davy                            | Mrs. Paget & children                         |
| Major Dorgan                          | Mr. J. L. Pinner                              |
| Mr. W. J. Dove                        | Major & Mrs. Pynn<br>and children             |
| Mr. Evans                             | Lt.-Col. Radcliffe, z.s.                      |
| Major Faichnie                        | Rev. R. Golds                                 |
| Mr. Falbeck                           | Eng. Comdr. Roome                             |
| Mr. A. F. Fidler                      | Mr. Rossy                                     |
| Mr. F. W. Gibbons                     | Mr. A. Sinclair                               |
| Mr. & Mrs. A. Gibson                  | Mr. C. Skott                                  |
| Mr. B. A. Hale                        | Lt.-Col. & Mrs. Usher<br>Smith                |
| Lt.-Col. Gordon Hall,<br>R.A.M.C.     | Mr. & Mrs. G. E.<br>Stewart and chil-<br>dren |
| Mr. Geiseler                          | Mr. R. B. Stokes                              |
| Mr. Hardman                           | Capt. & Mrs. Waters<br>and child              |
| Mr. F. A. Hazard                      | Mr. C. Wilson                                 |
| Mr. & Mrs. W. G.<br>Humphreys         | Mr. E. Williams                               |
| Major & Mrs. Hum-<br>phreys           |                                               |



